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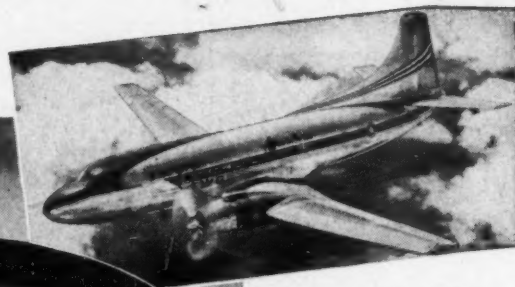


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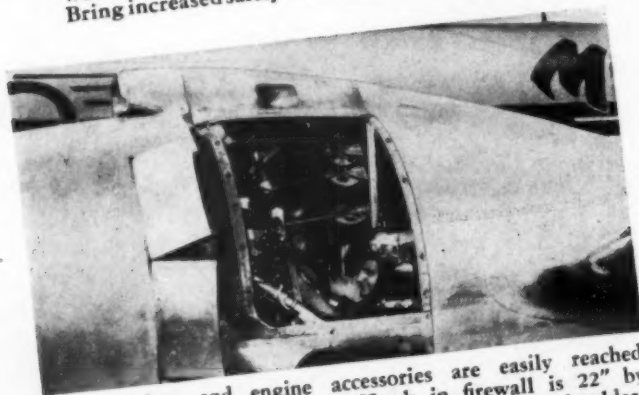
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World's leading twin-engine airliner, the Martin 2-0-2, features provisions for low-cost maintenance.



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Power plant and engine accessories are easily reached through large access doors. Hatch in firewall is 22" by 24"—large enough to admit a man's head and shoulders—and give access for servicing starter, generator, carburetor and other power plant accessories. Side opening facilitates major maintenance—saves time, cuts costs.

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AIR--X--PRESS

DOWN Tampa way the local fishermen are finding a ready and growing market for Florida smoked mullet, the *Tampa Tribune* reports. It seems that once patrons of local restaurants have sampled this tasty dish, it always brings repeat orders. Dealers are often hard pressed to fill the demand. One Tampa wholesaler has been filling out-of-town orders by Air Express. For instance, one such request came from a man in Carthage, Missouri. Within a few hours a pair of well-wrapped, steaming hot mullet were flying the Air Express way to appease the palates of Missouri mullet fans.

★ ★ ★

WHAT if it was a cold, nippy December morning—a feller doesn't always have a chance to see a pair of live silver foxes. Especially when they're a couple of Wisconsin beauties like Nip and Tuck. And that's how a delegation of New York youngsters, accompanied by Gotham's Acting Mayor Impellitteri, were clustered around the ramp at La Guardia Field one Sunday morning recently to welcome two live foxes that had been air-expressed from Wisconsin to New York's Central Park Zoo. Forwarded in rail express service from Glencoe, Minnesota to Chicago, the animals were transferred to the Air Express Division of REA for the flight East. Considerable publicity attended their departure from Chicago and arrival at New York.

★ ★ ★

THE SCENE was the recent machine tool show in Chicago. It was the first big exhibit of the machine tool industry since 1935 and consequently, an important one for the various exhibitors. Visitors thronged the aisles to watch the various demonstrations. Suddenly there was a commotion at one of the exhibits, where visitors were invited to operate the machine on display. Inept handling by an over-enthusiastic visitor had caused a cutter to break, tying up the big machine just when it was most needed. It was about 11:30 AM. Quickly the exhibitor telephoned his home office at Cincinnati for a new cutter. "Shoot it out to me by Air Express," he implored. "I'll be waiting at the Air Express office at the airport." The part was hurriedly packed and rushed out to the Cincinnati airport to make a flight departing at 1:13 PM. When the plane arrived at Chicago's Municipal Airport at 2:35, the exhibitor was standing by to take delivery. By four o'clock that afternoon the new cutter had been installed and the machine was again being demonstrated to the visitors by a beaming exhibitor.

★ ★ ★

MISCELLANY: Mayor-elect Robinson of San Francisco was on the receiving end of an immaculate new Stetson, air-expressed to him by the Mayor of Dallas, Texas. Thomas W. Duncan . . . the author of the best seller "Gus the Great," related recently how he and his wife personally brought his prized and bulky Mss. to a midwestern airport and shipped it off by Air Express to his New York agent. It was one Air Express charge he never regretted paying . . . A huge American flag, 15 by 25 feet, was air-expressed from Stockton, California, to Washington, D. C., and return in connection with a Pearl Harbor Day memorial service.

1656783

What's alike about these different businesses?



Replacement parts for the aviation industry must be received fast. This business is a big user of Air Express. *Speed pays.*

Everything from fountain pens to serums and medicines flies these days by Air Express. Importers and Exporters, too, find *Speed pays.*



Builders get what's needed the fastest way—by Air Express. No holdups! *Speed pays.*



Speed pays in your business, too!

Air Express helps keep your business in high gear. Because your shipments go on *all* flights of Scheduled Airlines, there's no delay. That, plus door-to-door service—at no extra cost—makes Air Express the fastest possible way to ship. Rates are low: 16 lbs. goes 1400 miles for \$6.88—4 lbs. for \$2.04. Use it regularly.

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- Moves on all flights of all Scheduled Airlines.
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Just phone your local Air Express Division, Railway Express Agency for fast shipping action.



AIR EXPRESS, A SERVICE
OF RAILWAY EXPRESS
AGENCY AND

GETS THERE FIRST

Rates include pick-up and delivery door to door in all principal towns and cities.



THE SCHEDULED AIRLINES OF THE UNITED STATES

272934

JANUARY 1948—PAGE 3

The FATEFUL YEAR

What lies ahead of American commercial aviation in 1948?

On the one hand it is comparatively a simple matter to predict increased cargo ton-mileage; but it is another thing to foresee accurately the sometimes wise, sometimes rash impulses which tend either to further the industry or retard it.

The year 1947—a twelvemonth showing bigger and better cargo and passenger transportation in the air, as well as greater financial losses as a crowning irony—cooked up a kettle of stew whose eating must be done in 1948.

Problems remain with us: Air Cargo, Inc., organ of the scheduled airlines, and the Airfreight Association, front for the non-scheduled cargo carriers, are still at each other's throats. . . The air freight forwarders, who can do more for the air cargo business than any other single element, are still hung up on tenterhooks. . . Charges and countercharges hardly serve to clear the air in Washington, while nobody takes the trouble to delve into the experienced-soaked pages of transportation history itself.

Reason demands that prompt action be taken on all facets of the air cargo picture. The scheduled and non-scheduled airlines and freight forwarders have definite places in the American scheme, and the sooner we come around to that kind of thinking—accompanied by action vis-a-vis rates, requirements, etc.—the sounder will be our air transportation system. Monopoly in any direction saps the strength of our competitive system; it certainly has no place in this fast-growing industry.

Not only are we going to see even more freight flying this year, but new airfreighters will enter the airways—notably all-cargo DC-6s and Constellations. . . Slick flew more than 17 $\frac{3}{4}$ million ton-miles in the first 10 months of 1947, as compared with 11,198,000 ton-miles in the 12 months of 1946; American flew nearly 9 $\frac{1}{2}$ million in January-October, 1947, as compared with 10,490,000 in January-December, 1946. (The latter has reported that air cargo revenues are now second only to air passenger.) Cal Eastern, United, TWA, Eastern, and Capital show unusual gains in the same period. . . A second consolidated freight terminal soon will open at Chicago, with other scheduled to open at Los Angeles and Frisco. . . ACI also expects to open a midtown combination terminal and receiving station in New York. . . Meanwhile, several midtown terminals under other auspices already are in operation.

All this is progress—nothing else but!

However, progress can be stopped—stopped by myopic tactics which serve to hamstring a new industry literally bursting to reach phenomenal heights.

Let there be sanity in '48.

AIR TRANSPORTATION 1947 INDEX

Appears in this issue on Pages 37-49

A limited supply of this comprehensive index covering the years 1942-1946 is still on hand, and may be had free of charge upon request. Place your order today by mail, wire, or telephone.

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air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published on the 5th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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January, 1948

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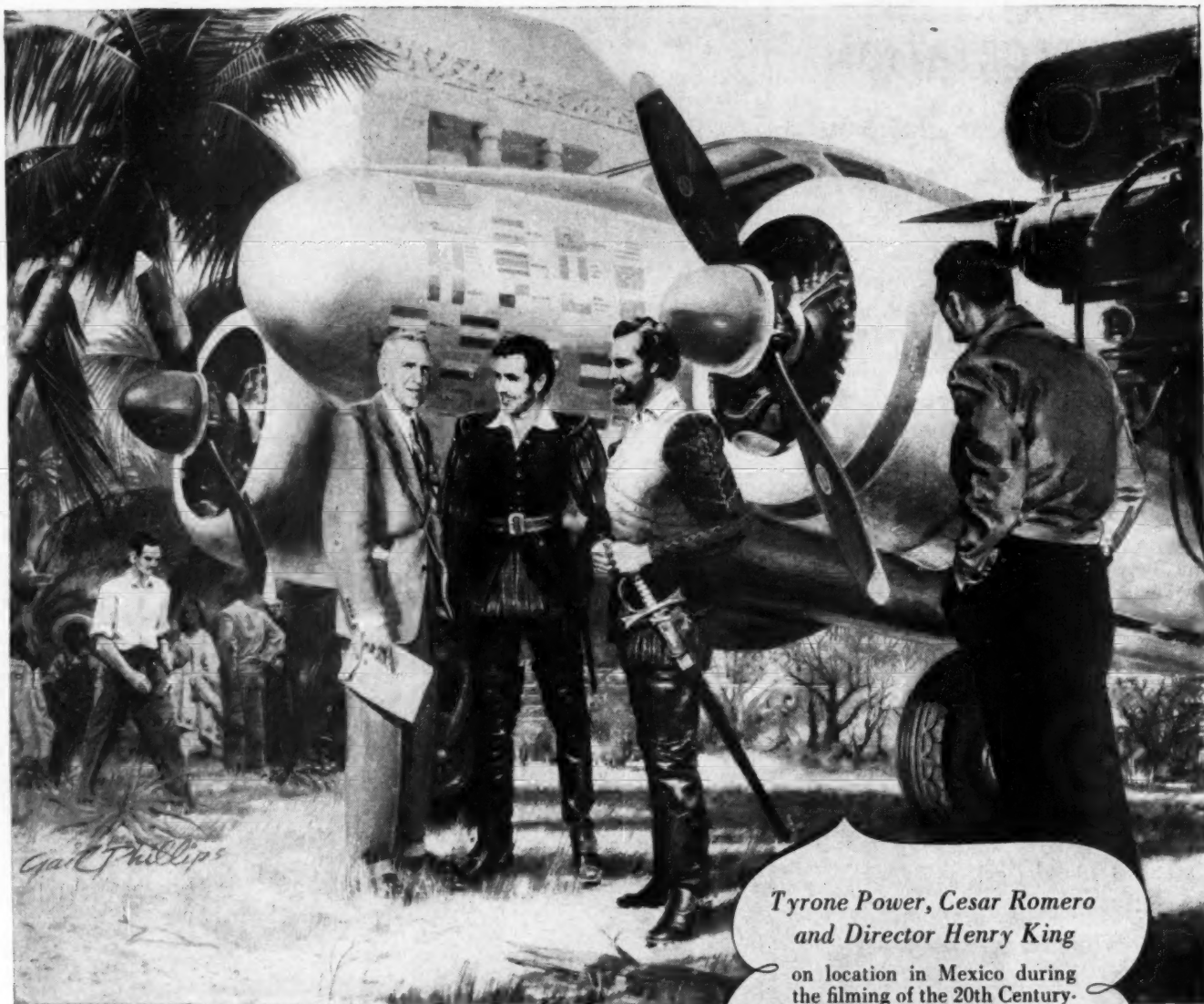
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COVER

One of TWA's transatlantic Constellations typifying East-meets-West over Egypt. Cairo is one of the airline's overseas stops.



*Tyrone Power, Cesar Romero
and Director Henry King*

on location in Mexico during
the filming of the 20th Century-
Fox technicolor picture

"CAPTAIN FROM CASTILE"

Cortez flies to Mexico

WHEN 20th Century-Fox undertook the filming of "Captain from Castile" *right where it happened* in the rugged mountains of Mexico, it faced some appalling transportation problems: four to six days' travel time between each of the three main locations, and an operating cost of \$60,000 a day!

But Henry King, director, simply added a 200-mph twin-engine Beechcraft Executive Transport to the staff. The trip between each location—Morelia, Uruapan and Acapulco—was reduced to 50 minutes! The Beechcraft flew actors, supplies and technicians between these historic "stages" on a moment's notice.

"The Beechcraft was all-important to us in making this picture," says Mr. King. And in many other American industries similar records are hung up by the Beechcraft Executive Transport every day. Its prime purpose is the quick and efficient transportation of personnel and materials on a company's own schedule and between a company's own selection of destinations, whatever they may be.

Nearly 400 corporations are saving time and money with Beechcraft transportation. For a catalog describing this twin-engine Beechcraft, just write today on your business letterhead.

Beech Aircraft



WICHITA, KANSAS, U. S. A.





S. E. Russ

Guest Air Cargo Editorial No. 3

By S. E. RUSS

Manager, Cargo Traffic

International Division, Trans World Airline

TEN MONTHS OF OPERATION by Trans World Airline as the pioneer in scheduled transatlantic all-cargo service has conclusively proved four major points:

- International cargo flights are here to stay.
- There is a market for everything somewhere in the world.
- Scheduled overseas cargo flights meet the demands of shippers for a fast, dependable air transport service to and from foreign markets.
- The foreign freight forwarder will be the backbone in originating future international air cargo shipments.

TWA was the first transatlantic carrier to design and operate an all-cargo service that would meet the shipper's requirements. Last January 31, the first TWA all-cargo plane took off from LaGuardia Field with a full payload of merchandise consigned to points all the way from the United States to Bombay.

Since then, hundreds of thousands of pounds of air cargo have been carried both ways across the Atlantic and on to the Near, Middle, and Far East. The service has opened up a new field in international air transportation, and world markets which heretofore were considered inaccessible for many perishable and semiperishable products now are reached in a comparatively few hours. The time factor has actually overcome cost considerations in scores of instances.

In developing this service, TWA has been aided to a great extent by foreign freight forwarders, and I believe these forwarders eventually will become the chief factor in the handling of international air cargo traffic. They are located all over the world, and they have had years of experience in the handling of international shipments. Through this experience, they have become experts in the field and are the natural channels through which international traffic should flow.

Many of these foreign freight forwarders already have specialized in the handling of air traffic. Other forwarders undoubtedly will recognize its value, and since they are in a position to prepare the necessary documentation and other details involved in the handling of international

shipments, I feel they are destined soon to become the backbone of this branch of air transportation.

TWA currently is paying five percent commission to foreign freight forwarders who are approved IATA agents, on all international transportation, and this commission applies to shipments which originate within the United States. In other words, the commission is paid on the domestic portion of the transportation charges as well as the international portion on international shipments.

TWA now is operating cargo flights from the United States to these countries: Newfoundland, Ireland, France, Switzerland, Italy, Greece, Egypt, Palestine, Saudi Arabia, and India. These all-cargo flights and the other frequent regular flights operated by TWA provide the foreign forwarder with an expedited service to all of the countries mentioned, and to all points with which TWA has connecting arrangements.

Already, in some European countries, 90 percent of TWA's cargo traffic originates through foreign freight forwarders. We feel that as soon as the foreign freight forwarders in this country fully recognize the advantages and possibilities of air transportation, the same condition will exist in the United States.

Ninety-five percent of TWA's eastbound cargo originating in the United States is consigned to points east of Paris—most of it being destined for the Middle and Far East. All-cargo service now is offered from Washington, Philadelphia, and New York through intermediate points entirely to Bombay, with one round-trip each week.

Returning, for the import business into the United States, Geneva has proved to be the best point of origination for air cargo shipments. Watches, clocks of Swiss manufacture, and leather goods from northern Italy make up the bulk of the shipments from Geneva.

TWA's facilities at the present time are being used at about 100 percent of capacity on the eastward trip and at around 50 percent westbound.

An accurate forecast of the volume and future of overseas air cargo shipments cannot be made at this time, but with continued cooperation by foreign freight forwarders, it would appear that the possibilities are almost unlimited.

Russ - Russ

FORUM FOR AIR CARGO-MINDED

What happens when five separate entities of the national air freight picture—Government, the scheduled air carriers, the non-scheduled air carriers, Railway Express Agency, and the freight forwarders—get together in the single room? Only a privileged few saw and heard the result at a long-to-be-remembered luncheon forum jointly sponsored by the Aviation Section of the New York Board of Trade and the Second Region of the Aviation Writers Association. Here is an exclusive presentation of the more significant portion of the five-cornered argument.

LOUIS W. GOODKIND

NOT long ago a citizen of a great trading nation wrote in verse of the flow of commerce upon the seas. He pictured that traffic down through the ages, and his colorful images depicted not only the vessels which carried that commerce, but also the fascinating variety of cargoes which lay within their holds and upon their docks. Of old, there had been apes and peacocks, to grace the palaces of royalty; gold and ivory; jewels and spices. And in the present era, less colorful perhaps, but surely more vital to its nation's welfare, there was the . . .

"Dirty British coaster, with salt-caked smoke stack,
Butting through the Channel in the mad March days,
With a cargo of Tyne coal,
Road rails, pig lead,
Firewood, iron-ware, and cheap tin trays."

This vivid little poem might well have been written by someone here today, as part, not of the annals of trade upon the seas, but of the newer history of commerce through the skies. For the same story, written during centuries by ships upon the waves, is now being re-traced by the airplane, in much briefer span, upon the winds and clouds. The picturesque range of cargoes is the same: the rare and exotic things—the animals, wild and tame; the diamonds and gold; the spices and essences; as well as the everyday—the wooden furniture, clothing, metal products and even, I am told, potato chips.

Range some of the statistics of this new transportation alongside these images. The figures are less romantic; but they are equally dramatic, both in the sharp significance of the totals and in the rapid march of their advance. In 1941, the last prewar year, United

States air carriers, domestic and international, scheduled and non-scheduled, flew about 5½ million ton-miles of freight and express. In 1946 they flew approximately 100 million ton-miles, and they flew upwards of 60 million ton-miles in the first six months of 1947.

In 1941, our domestic certificated air carriers derived approximately \$3,000,000 from freight and express; in 1947 that revenue will likely exceed \$16,000,000. This growth of gross revenue from freight and express is appropriately underscored by taking into account the fact that in this same period the average yield per revenue ton-mile to these same carriers dropped over 50 percent, from about 55½ cents in 1941 to approximately 26½ cents in early 1947. The yield today is even lower.

This striking expansion of cargo transportation by air does not mean, however, that the air freighter has supplanted, or even materially supplemented, the freight boat or the freight car. Far, far from it. In 1946, United States Class I railroads performed approximately 600 billion freight ton-miles, and United States-flag steamship lines, not counting coastal and territorial operations, recorded almost 300 billion cargo ton-miles. To put the comparison another way: in 1946, in domestic transportation alone, our air carriers accounted for only about 1/100 of one percent of the intercity carriage of property and mail.

Flying the apes and the horses, the auto parts and the furniture, the evening dresses and the flowers is no longer a stunt, but neither is it yet truly an industry. If one might divide the chronicle of commerce into three periods—the experimental stage, the developmental stage and the industrial

stage—we might say that air freight today is just barely moving from the experimental into the developmental period.

This, perhaps, is the first major fact on which we might stand in our attempt to peer into the future. All industry, of course, has a continuing need for experimentation. But only the essential minimum of experimentation has yet been accomplished in the business of carrying cargo by air. The war may have brought about a good deal of this experimentation, but likewise the war and the state of suspended peace which followed have retarded it. Thus, it is particularly unfortunate that apparently the most suitable aircraft so far developed for freight carriage cannot yet be made available for commercial use. It is to be expected that the year 1948 and those immediately following will see a great deal of fresh experimentation, not only in equipment, but also in techniques and procedures for the handling of air cargo, on the ground as well as in the air.

The door to some of this important experimentation, of course, may be closed or opened by the Federal Government. The military services may or may not make certain flying equipment available to civil carriers. The Civil Aeronautics Board may or may not grant authority under the Civil Aeronautics Act to air freight forwarders to offer a complete service as indirect common carriers. Likewise the Board may or may not approve the agreements now pending before it which provide for various cooperative endeavors by the certificated carriers, such as the joint operation of terminal facilities and joint pick-up and delivery services. By and large, however, the future experimentation and, more par-



ticularly, the future development of the air freight industry, rest with that industry itself.

The responsibility for the future of air cargo transportation is a business responsibility. It is not to Government, but to industry, that we must look for ingenuity in designing equipment and devising techniques, for initiative in altering and expanding services, for energy in surmounting the operational and financial obstacles, for perseverance in carrying through developmental programs and for efficiency in the conduct of operations, toward the establishment of public reliance upon a useful service. These factors, or their lack, will write the history of air freight; their source is private enterprise.

In the development of various phases of air transportation the Government seems to me to have a dual role. At times it may be up to Government to set the stage for the action and to ring up the curtain, perhaps by tendering authority to the actors who offer themselves for the parts. Once the play has started, the duties of Government are primarily to voice those stage directions needed to keep the players out of each other's way and to give their reading of the text the freest opportunity to achieve an artistically satisfactory result.

This concept of economic regulation by Government of a commercial development is one, therefore, not of performance or accomplishment by Government, but rather one of such control

Forum Participants

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over contending private interests, as well as of background conditions, that these individual efforts, conducted in an atmosphere of fair competition, may yield the maximum development for the public good. This control of the climate of the experiment is the kind of promotional endeavor to which I believe the CAB is bidden in the Declaration of Policy set forth in the Civil Aeronautics Act.

I should like to note parenthetically the curious difficulty which many persons have in reading beyond the word "promote" in that Congressional declaration of policy. These people would promote and promote and promote, and would thrust aside any restraints upon immediate expansion of enterprise as a frustration to the promotional aims of the Civil Aeronautics Act. But it would be a cruel mistake, let alone disobedience to the strictures of the statute, to foster a reckless development of enterprise only to face a following period of breakdown. I cannot see that the champions of small business would be truly served by inflating the roster of new enterprises today only to list their bankruptcies of tomorrow.

The promotion with which the Board is charged is the development of an economically healthy and an operationally safe air transportation system—a soundly constructed, dependable, continuing public service—a system properly adapted not merely to our commercial needs and those of the Postal Service, but also to the requirements of the national defense. This

structure must be built not for today, nor even for tomorrow, but it must be an enduring structure, capable of future extension or adaptation.

Assuming, then, as to air cargo, this type of related activity of industry and Government, the latter releasing and channeling, to some extent, the latent energies of the former, what are some of the problems upon which these energies must be brought to bear in 1948? Without attempting to be exhaustive, either of topics or of detail, here are a few of the questions toward the solution of which I hope some long strides will be made in the new year:

- One of the first questions to be faced is whether the carriage of air cargo is a wholly separate business from the air transportation of passengers. History is not a clear guide. On the sea, passengers and cargo traditionally have been handled together. The railroads present a middle ground, with essentially separate operations, though tied necessarily to the same physical plant, both conducted through single commercial entities. The motor field, however, presents a different picture, the carriage of passengers by bus and of freight by truck having been typically separate ventures. The answer to this question may have far-reaching implications. Thus, for example, a conclusion that the two types of transportation can best be developed separately might require that practices springing from the "added transportation" theory, concerning the utilization of cargo to fill unused space in passenger planes, could not be allowed to undermine the healthy development of cargo-only transportation.

- A second question, of great importance, but one which obviously will require a considerable period of experience before appropriate answer can be given, is whether air cargo carriage can be developed and maintained without Government financial aid. It may be that there is no one answer to this question, and possibly Government assistance might be warranted in certain regions, as for example, in Alaska, whereas it may not be warranted in the more lush traffic areas within the continental United States. A corollary to this question might be the query whether there can be soundly established, side by side, cargo services not financially supported by the Government and combined passenger and property operations entitled to some Government support.

- A third major area of inquiry extends to the limits, if any, which the public interest might require be imposed upon competition in air cargo carriage, both in the long run and in



By ship from London to New York, and then by American Airlines from LaGuardia Airport to Mexico, this \$100,000 cargo of fine English worsteds represents the first large shipment of this type merchandise to come under the recent British policy requiring export of 75 percent of all manufactured goods. Weighing some five tons, cargo was shipped by Inter-Maritime Forwarding Company, Inc.

the immediate future period. This problem, of course, embraces many sub-problems. For instance, it will involve some appraisal of air cargo traffic potentials, and this difficult question in turn must be explored in terms of available equipment, effective rates and the various problems of handling and of comparative costs. Another whole series of sub-problems under this general heading relates to the permissibility of cooperative or joint efforts by air carriers, including information services, pick-up and delivery, operation of terminal facilities, offering of through or pooled transportation, and rate consultation and the filing of consolidated tariffs.

- Another intriguing problem is whether air cargo carriage can be fitted into current route concepts, or whether it must be developed as a flexible system, offering service with reference only to points or to areas, or even without any basic geographical pattern.

- A fifth problem, of obvious significance, concerns the appropriate relationship of cargo carriage by air to surface transportation. Within this problem are folded all the difficult subsidiary questions relating to control of air carriers by surface carrier interests.

- A sixth question is what place, if any, the forwarder has or should have in air transportation. The magnitude of this problem may be judged when it is recalled that most air cargo to date has consisted of less-than-planeload lots, whereas the less-than-carload lot has made up only a very small fraction of rail transportation.

- Here, too, perhaps may be raised the question whether there longer is a valid distinction between air freight and air express.¹

There are other problems, some of greater, some of lesser moment. But if the year 1948 brings only that experience needed to formulate tentative answers to these problems already mentioned, that year will have added a most significant second chapter to the dramatically unfolding history of air freight.

EMERY F. JOHNSON

FROM the viewpoint of the nation's certificated air carriers, the "what" of air freight in 1948 must best be characterized as the further rapid and healthy growth of the transportation of property by air in accord with the certificated carriers' sound program based upon full competition between the various air carriers and the provision by them of a complete and fully coordinated air cargo service.²

The carriers' anticipation of the expected growth is predicated upon past performance, reliable indices and, of course, upon execution of the further developments already planned for the year. Such advance planning hinges first upon the chicken-and-egg cycle of equipment and rates and now recognizes that activity for at least the next 12 months must be predicated upon the continued use of C-47 and C-54 aircraft.

¹ One of the results of the recent session of the International Air Transport Association at Rio de Janeiro was the merging of air express and air freight into a single classification known as air cargo.

² Mr. Johnson is referring to the keynote of the forum: *Air Freight—What in '48*.

Acceptance of this foreseeable equipment limitation almost dictates that there be little, if any, further rate reductions—at least upon the part of those carriers who have already reached the low levels of 11, 12 and 13 cents per ton-mile.

This does not mean that considerable rate adjustment and experimentation will be lacking. On the contrary, once the Civil Aeronautics Board has completed its presently scheduled investigations and relaxed current rate "freeze" orders, there will undoubtedly remain both ample room and certainly the need for further adjustments. Air cargo parallels its surface counterparts in that substantial increases in total tonnage always serve to make the back-haul problem more acute from Southern and Western points—a problem which must be met if adequate load factors are to be achieved. This may be interpreted as one way of stating that commodity rates may have their full share of attention.

It is, however, apart from either equipment or rates that the certificated air carriers' greatest strides are projected for 1948. The provision of adequate terminal facilities, both city and airport, is a must which will receive attention and action. The carriers' first

consolidated terminal, located at Willow Run Airport in Detroit is now four months of age and has successfully served certain pilot run purposes for the establishment of other like facilities. It is hoped that the second such operation will be inaugurated shortly after the first of the year at the Municipal Airport in Chicago on a greatly expanded scale, while others will follow shortly thereafter at Los Angeles and San Francisco in premises already under lease or option. Unfortunately, while the greater New York area presents the most urgent and voluminous need for such consolidated terminal facilities, it also offers the least likelihood of available physical property facilities at presently used airports. The program for New York now stands

- A midtown, combination terminal and receiving station, of new construction, most likely available by mid-year.

- An international terminal, exclusively for overseas carriers, tentatively projected at Idlewild.

- A tough problem otherwise!

Sufficient straining at the seams may ultimately force some opening to allow the carriers to do something about the latter.

1948 will also see the completion, on a nationwide basis, of the certificated

carriers' objectives toward the provision of unified, standard, and highly satisfactory pickup and delivery services. These particular objectives are among others which are being effected through the medium of Air Cargo, Inc., as a jointly-owned ground service organization for the air transport industry, and therefore I may furnish some statistics which may be of general interest and also serve to indicate the relatively rapid strides made in this direction.

The initial contract for joint cartage service was effected at Milwaukee on May 16, 1947, on behalf of the three scheduled carriers serving that point. Starting from then and based upon reports from the corporation's five regional offices, the carriers now have 589 vehicles and 1,008 employees engaged in performing airfreight cartage and incidental services as of the date of November 15. Like any other new task, the initial phases of this work were the least productive; however, current tempo assures that the countrywide task will be completed on schedule. In connection with this phase of the certificated air carriers' positive efforts to hold out a truly complete air cargo service and directly identified with their developmental and promotional plans for the future, the public will no doubt



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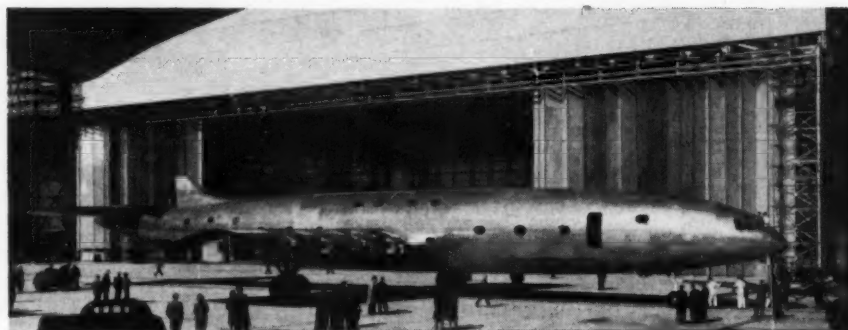
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be agreeably surprised by the distinctive paint and marking scheme which will shortly characterize the majority of these vehicles as they appear on the street in the performance of their activities as a part of the air cargo picture.

The active and aggressive promotion of all phases of air cargo will be greatly accelerated in 1948. More of the feeder or local service certificated carriers will enter the field. More cargo sales personnel will be exclusively assigned to such work. Larger proportions of advertising and promotional budgets will justifiably be assigned to be specifically directed toward this activity. More new devices will be employed for the stimulation and sale of new products in new markets by new methods utilizing distribution by air. All this activity will be by and in the name of the true carriers in the further development of their sound thesis that public interest requires the full development of the intense competition so afforded.

Obviously all service phases of air cargo will be furthered and improved. Interline carrier practices and methods, which have now been in effect for four months are barely sufficiently tried so that their relative points of strength and weakness are apparent, but steps are already being taken to insure their proper study and refinement. Several groups of specialized accounting, traffic and operations personnel will be assigned to this type of service improvement and are expected to furnish basic recommendations which will result in the early adoption of further streamlined, labor-saving techniques to help move the shippers' goods with even greater dispatch and surety, meanwhile paring all-important ground handling time and costs.

Line-haul services will also be further improved and the new year will witness the addition of substantial numbers of exclusive all-cargo flights plus new techniques for the even greater



Only half completed, the 126-ton Brabazon I is an impressive sight at the Bristol Aeroplane Company's Assembly Hall, Filton, England, where the giant transport will reach final completion. The first public view of the Brabazon excited much comment overseas.

utilization of unused payload on existing combination equipment. Line-haul service is going off-line, too, and 1948 will provide the proving period for joint air-and-motor-through service to and from the 75,000 points served by motor trucks. Hearings for the establishment of proper proportional motor carrier rates on traffic with a prior or subsequent air haul were initiated shortly after the passage of recent enabling Congressional legislation and are hoped to be completed by early Spring. The active promotion of motor-air through service, on a nationwide basis, will follow.

All these are but a few of the highlights of the certificated air carriers' program for 1948.

The certificated lines are affording and will continue to afford the American public a highly competitive air transportation system for the movement of property by air both between airline points and between such points and off-airline points. The policies under which operations are conducted assure the maximum of service to the public, the maximum development of the full traffic potential, the maximum of operating efficiencies while realizing substantial operating economics, and the development of a sound air transportation system properly adapted to the future needs of the commerce of the United

States, the Postal Service, and the national defense.

GEORGE J. HANEY

A FEW weeks ago, Mr. Dick Kirschbaum, aviation editor of *The Newark Evening News*, wrote an item which stated that Mr. C. R. Smith, who is the chairman of the Board of Directors of American Airlines, was observed reading a book entitled, *The History of the American Railroads*, while enroute to the National Aviation Clinic in Springfield. When questioned by Mr. Kirschbaum as to the reason for this apparent heresy, Mr. Smith replied he was going to read all he could about the nation's railroads, because he had come to the conclusion that air freight was eventually going to be the savior of the airlines.*

You know, we are seriously considering making Mr. Smith an honorary member of the Independent Airfreight Association, because he is the first—and I do mean the first—passenger airline executive to come around to our theory in this business — a theory we have proven in practice to be true, and a theory, I believe, that was deprecated and ridiculed by the passenger airlines' management in the past.

* Dick Kirschbaum is a regular contributor to *AIR TRANSPORTATION*—as an aviation caricaturist.

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I would be willing to wager that the executives of the Railway Express Agency breathed a very heavy sigh of relief when they read Mr. Smith's explanation of his unusual reading matter, because I am certain they would have been quaking in their boots at the prospect of the nation's railroads being taken over and dominated by the powerful airline management.

This aviation controversy reminds me somewhat of an argument in a small town between a small clean government group and a smooth, well-oiled, entrenched political machine; and an attempt by the clean government group to give to John Q. Public the type of service that we have been taught he deserves and to which he has a right. It hasn't been a particularly easy fight, but because there is a fierce enthusiasm within the membership of the Independent Airfreight Association, we have been able to surmount the obstacles that have arisen in the past. We have every reason to believe that we are going to surmount the obstacles that will arise in the future. It is just about time that the people heard some of the truth about this air freight business.

A short time ago, an item appeared in *The New York Journal of Commerce*: "In an amended petition filed by the CAB, United Air Lines asked for \$2.26 per ton-mile." Get that!—\$2.26 per ton-mile for the carriage of air mail in the year 1947, retroactive to January 1, and \$1.25 for the carriage of air mail in the year 1948. United is currently receiving 45 cents per ton-mile for the carriage of air mail.

Now, it is reasonable to assume that this application of United will be followed very shortly by similar requests from the other passenger airlines, because for some reason or other the passenger airlines seem to be able to present a united front on questions of this sort. At almost the identical moment that this air mail subsidy increase was being asked by the passenger airlines, these same airlines had the audacity to petition the CAB for permission to reduce their air freight rates from 26 cents a ton-mile, down to 11, 12, and 13 cents a ton-mile.

Whom do the passenger airlines think they are kidding? Do they think that the CAB is composed of a group of schoolboys? Do they think for one moment they wouldn't be able to see through this ridiculous attempt to put the non-subsidized independent airlines out of business by having Mr. John Q. Public again subsidize the losses that surely would occur if they were going to have approval of these air freight reductions? We are willing, and very contented, to place our faith in the in-

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tegrity of the CAB to prevent the perpetration of this scheme.

The current propaganda line of the passenger airlines seems to indicate they want to take the gloves off in this air freight fight. We are ready to do that, and will be happy to do so, and go a step further. We will make a pledge to them that we will base our fight on clean, fair, fighting, based upon facts—not upon distortions conceived by some high-pressure publicity machines.

The present propaganda line on the part of the passenger airlines towards the members of the Independent Air-freight Association is that of a beneficent father towards some starry-eyed veterans. Well, there are some veterans in this business. The passenger airline people look at them and say, "Well, they're nice boys. Flew planes during the war. Too bad they got mixed up in a business they know nothing about. Guess it's about time we took them over."

Yes, we have veterans in our organization, and maybe some are starry-eyed in the sense that they were the first to foresee the future of the air freight business and they are taking the steps to increase the development of that business. But on the other hand, the independent air freight lines also have within their management some highly capable personalities with long business backgrounds—people with fresh ideas, ideas that are fresh in conception.

Do you want a few statistics to back that up? In the second quarter of 1947, the direct flying cost (just the cost, without regard to the problem of the economies of the excessive cost of handling passengers, etc.) of United, American and TWA combined averaged 19.35 cents per revenue ton-mile. During the same period, the cost of operations of one of the largest independents, California Eastern Airways, the cost of direct operations was 10.60 1/100 cents. These are the same passenger airlines with direct cost of 19.35 cents per ton-



Britain's biggest flying boat, the Short-Saro Shetland, which recently was launched. A double-decker, the plane can carry 70 passengers plus a crew of 11. It has sleeping accommodations, a promenade, and a fully equipped kitchen. Top speed is 267 miles per hour. Range is 4,650 miles at cruising speed of 184 miles per hour. This plane was built for experimental purposes.

mile who are attempting to put through and put over on the American public the uneconomic rates of 11, 12, and 13 cents a ton-mile. The revenue they received couldn't pay for the direct flying costs on their own lines.

And another thing: I think that Mr. Smith and Mr. Patterson and Mr. Rick-enbacker, and Mr. Cohn might be in a position right now to take back a little of what has been said of the boys in the independent lines, because it would seem from these figures that they could use these boys in their own managements.

Recently, in a speech delivered before the Aviation Writers Association, Mr. Fred M. Glass, president of Air Cargo, Inc., the wholly-owned subsidiary of the passenger airlines, said that the action of the CAB in giving temporary exemptions to the independent freight carriers had cost the passenger airlines \$30,000,000 in unfilled capacity during the past year. Now, Mr. Glass knew that was not an accurate statement when he made it. He knew he was including all the unused passenger seats and the rest of the space that could

* In addition to C. R. Smith, Mr. Haney is referring to William A. Patterson, president of United Airlines; Eddie Rickenbacker, president of Eastern Airlines; and La Motte T. Cohn, president of TWA.

not have been made available for freight in the scheduled airlines, or the passenger airlines were able to go out and get.

Incidentally, speaking about this Air Cargo, Inc., I think that is a perfect example of the unrealistic approach on the part of the passenger airlines to the air freight business. Somehow, it reminds me of those advertisements that keep appearing in the press under the auspices of the nation's railroads, giving those pictures of beautiful Pullman cars and power cars that somehow never appear as actualities. Air Cargo, Inc., floods the newspaper offices with reams and reams of copy about their activities, about the marvelous pickup and delivery service they have, the wonderful comprehensive coverage they can give, and finally, the fact that within two years they are going to supplant the Railway Express Agency as a pickup and delivery agency in the United States.

I will state exactly what we feel is the future of air freight in 1948, and what it depends upon. First of all, the success of air freight depends upon the action of the CAB in certifying and granting certificates to the independent freight carriers who have demonstrated that they are able to handle the business, and that there is a public necessity for such certification. Secondly, we

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want to see that the certification, temporary or permanent, by the CAB, of the so-called indirect carriers, or forwarders, and that the Railway Express Agency be given permission by the CAB to sign mutually agreeable contracts with the independent carriers. Thirdly, the CAB, the Presidential Commission on Airlines Policy, and the Congress of the United States, should realize the fact that the continuance of the independent carriers in business is going to be a tremendously important adjunct to our national defense policy. And finally, there should be a cessation of this propaganda and mud-slinging in the air freight business, because it is doing no harm to anyone but the airlines themselves.

We feel that we are fully qualified to handle the air freight business. We are making money today without any subsidy from the Government in the form of air mail.

JOHN C. EMERY

WE—the freight forwarders—believe that the impressive gains which air freight has made month by month last year and this year can continue indefinitely. We do not know—or at least I do not—what the so-called “air freight potential” is, although we are confident that it

offers a larger promise for air carrier earnings than does the passenger business. The reason why the air freight possibilities are so impressive lies in this one basic fact: that in the transportation field only air freight has a chance in the future to be cheaper than it is today.

Labor costs are rising and labor is the first item of cost for any carrier. Increasing labor expense is pushing steadily upward the cost of railroad freight, motor freight, and water freight transportation. Increasing labor expense is also putting pressure from below on air freight costs, but here and here alone there are two offsetting pressures which may overcome the influence of higher wage rates. These pressures from above, which offer a chance—and a good one—for lower air freight costs and rates are, first, the lower unit costs which result from increased volume, if that volume is soundly planned for; and second, the technological improvements in aircraft and freight equipment of which the industry is capable.

Other kinds of freight carriers have largely exhausted, in all probability, their opportunities for cost reductions in other channels to absorb rising labor costs. Not so the air freight carriers. They have a chance, and if they make

it good, air freight can bite more and more deeply into the mountain of freight traffic which underlies our national economy. Air freight service at 20 cents or more per ton-mile has a market valued at \$10,000,000 to \$20,000,000 annually. Air freight at 12 to 15 cents per ton-mile has access to a market, now dominated by railway express, worth annually up to \$200,000,000. Air freight at eight to 10 cents per ton-mile will dip into the substantially larger piles of merchandise freight now carried by truck and rail for charges which run into many hundreds of millions each year. No doubt about it! Air freight is capable of a great future, the limits of which are beyond present comprehension.

How much of this future we shall translate into tons of freight and dollars of revenue in 1948 is another question to which I do not know the answer. It depends on developments which have yet to unfold and which number at least three, as follows:

- A sharp improvement in the dependability of air freight service.
- A major and continuing increase in the capacity of the airlines to carry air freight.
- At the risk of being misunderstood I would add a stoppage, for a while at least, of the bitter antagonism

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between the several types of air carriers, certificated, non-certificated, non-scheduled, express and forwarder, which has made it seem more important to kill off the other fellow than to concentrate on the improvement of air freight service and the discovery of new and development of old markets for air freight transportation.

Let us consider these necessities in order, beginning with dependability and capacity. The importance of improvement in these directions cannot be stressed too strongly. There may be passengers who buy plane tickets just for the ride, but freight is different. The shippers of freight are interested—and only interested—in moving their shipments to a given place at a given time. When they use air freight, they do so to get their freight to destination quickly. If for any reason their air freight does not get to destination quickly, they are unhappy and will not again pay the premium still involved in air freight rates. It makes no difference whether these delays occur because of weather, congestion, mechanical failure, or outright mishandling; it is the lack of dependability that counts, and counts heavily, to the disadvantage of the air freight business.

There may still exist the impression that air freight transportation is customarily used by shippers only in emergency, that when air shipments move right everything is fine, but that when they are delayed the shipper and consignee are at least no worse off than they were before. Nothing could be farther from the truth. Air freight is used in emergencies, of course, but a large part of today's air freight and the bulk of the air freight in the future, is material moving day after day through an aerial intercity production line. This is material which must move continuously from a machine at one city into a machine at another city. The transportation part of the production job is meshed with these two machines, hundreds of miles



KLM Royal Dutch Airlines' new modern air-bus terminal in The Hague. This city airline terminal is the first to be constructed in Europe. It is understood that KLM will soon place in service a fleet of 16 Crossley coaches to transport passengers from Achiphof Airport to Rotterdam, The Hague, and Amsterdam.

apart, as if it were only a cog in a single tool. Any delay in transportation means a stoppage of production, which no manufacturing process can stand. That is why dependability in air transportation is so important.

I know of one shipper whose production involves manufacturing processes at New York, Chicago, Philadelphia and Los Angeles. Day after day, week after week, his shipments move between these cities by air, not by the pound but by the thousands of pounds. He is already one of the largest air freight shippers in the country. He and many like him will be larger air freight shippers when the day-in, day-out dependability of air transportation has been more conclusively demonstrated to him.

I hope there will be no more express strikes in New York. The one which we experienced two months ago admittedly gave air freight a sharp shot in the arm in terms of tonnage, but the sad air freight performance that resulted, because the carriers lacked the physical capacity for such a load, soured many of the shippers to whom all of us were looking for 1948 traffic.

It will take a lot of good performance to offset that experience.

To outline specifically what we believe is required of air carriers if 1948 is to fulfill its promise in the air freight field, I can perhaps do no better than to quote from a letter we recently addressed to the presidents of the major certified airlines. As one of their air freight customers, which we were to the extent of \$24,000 in airline revenues last October, and which we expect to be in 1948 to the extent of over half-a-million dollars, we asked for these things:

- Dependability in schedule operation and schedule maintenance, for cargo as well as passenger flights. It is our experience with all airlines that the cargo flights are undependable and we avoid their use in every possible instance. The desire to increase utilization by tight scheduling of equipment is understood but it should not be carried out to the point where the operation of cargo trips on schedule is only speculative.

- Increased cargo capacity at night, with last outbound schedules not earlier than midnight. Here again the desire

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of the airlines to load freight on morning schedules is understood, but it can be accomplished only to the prejudice of service. Most air freight originates in the afternoon and some of it in the evening, and it is especially important that the short-haul portion of such traffic be moved out the same evening.

- Reasonable rates, but not depressed rates. We think the airlines have made a mistake in reducing rates to the point where they are inviting a traffic volume beyond their capacity to carry properly.

- Priority for scheduled air freight traffic, by which I mean traffic which moves every day at the same time between the same points. A substantial proportion of present and potential air freight traffic is in materials moving through what might be termed a production line. Delays in connection with this traffic are costly and provision should be made for the priority handling of such material.

- Sufficient trained personnel and equipment for the rapid, accurate handling of freight at airports. The present inadequacy in this regard results in a waste on the ground of time which is saved in the air. The airline desire for economy is understood but the provision of sufficient personnel to handle air freight without delay is an essential

and certainly not a luxury.

- Consideration of freight requirements in schedule making and changing. Our observation, confirmed by airline representatives, is that freight requirements are the last consideration in setting up flight schedules. Cargo people, who are familiar with the requirements of shippers, should be given a voice in schedule making.

Given these elements of any dependable form of transportation, plus the overall capacity to move freight in real volume, we can develop the volume and earnings of air freight traffic and the acceptance of it by shippers just as rapidly as we desire. Of that we have no doubt.

We shall be able to do so even more surely if the third needed development, referred to before, should take place—namely, an end to the civil war now raging among the several kinds of air carriers. I shall refer only to the particular skirmish in which the scheduled airlines in the Air Transport Association and the air freight forwarders are the opposing forces. It is quite a scrap.

First, let me give you a little background. . . .

An air freight forwarder is a carrier. He has rates, rules and regulations. He picks up freight at the shipper's door,

issuing his own receipt for it, takes the freight to the airport, gets it on its way by plane or combinations of planes, trains, and trucks, delivers the freight to the consignee, takes a receipt, collects the charges, and pays the claim or otherwise stands the gaff if anything goes wrong. The only difference between a forwarder, who is an indirect air carrier, and an airline, which is a direct air carrier, is that the forwarder buys air transportation to move the freight in his charge instead of running planes to provide his own. Thus, in his relations with airlines, the forwarder is not a carrier but a shipper. This bilateral or two-faced characteristic of forwarders is difficult for many people to comprehend, and is at the bottom of most of the misunderstanding concerning them.

As shippers of air freight and a source of revenue, forwarders might be expected to have earned the steadfast devotion of the scheduled airlines. Unfortunately, this is not the case. Instead of acting cozy, the scheduled airlines have fought the forwarders at every turn, opposing their temporary or permanent certification by the Civil Aeronautics Board, and harassing them with rate structures unique in transportation in that they assess the same charge per pound for a shipment of 100 pounds as



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for one of thousands of pounds. Since a forwarder conventionally consolidates small shipments, solicited at relatively higher rates per pound, into large shipments shippable at relatively lower rates per pound, and earns his living out of this rate difference, or "spread," the action of the scheduled airlines in cutting rates and eliminating the "spread" has been something less than a gesture of friendship to the forwarders. On the contrary, it has put some of them out of business.

Why the scheduled airlines have done this, and why, through the ATA, they have so vigorously opposed any participation by forwarders in the air freight business, has been answered in various ways. My own belief is that the scheduled airlines have acted simply from fear—fear that the forwarders will be successful in developing traffic; and that having got it, forwarders will concentrate all tonnage under their control on the cargo airlines, to the disadvantage of the scheduled airlines.

To me, this fear just does not make sense. We are not competing for a share of a limited volume of traffic; we are only starting to develop a huge, new business. Our problem is not to fill the few cargo bins we have today, but to build up the capacity necessary to accommodate the tonnage that is available, which far exceeds the capacity today of all of us combined.

Certainly the forwarders will be successful in developing traffic, but no forwarder will be successful in keeping it unless he provides the best possible service. No forwarder can afford to concentrate his traffic on one airline or one type of airline. No forwarder can afford to throw away his trump card in the performance of dependable service, his one big and unique advantage, which is his ability to route his traffic at any time on any schedule of any airline, no matter what may be wrong at that time on the others. The scheduled airlines are at no disadvantage in competition with cargo airlines.



George E. Gardner, long-experienced airline operator, elected president of Northeast Airlines. Formerly Chief, Air Regulations, Aeronautic Division of the Department of Commerce (now the Civil Aeronautics Authority), he has served as assistant operations manager, Eastern Air Lines; vice president, Northwest Airlines; and director and executive vice president, National Airlines. During the war, as a colonel, he was Deputy Commander, Air Transport Command, with the Alaska, Africa, and Pacific Division. Later he served at ATC headquarters in Washington as Assistant Chief for Staff Operations.

Quite the contrary. They are as capable as any cargo airline of offering the service and rates—and I mean compensatory rates—which will attract forwarder traffic. They have everything to gain and nothing to lose by cooperating with forwarders as they would, and only as they would, with other large shippers. This, at least, is my conviction, and it is fully supported by the record of the forwarding company with which I am associated.

We forwarders have high hopes for 1948. We hope to have the chance to work with all other air carriers in the development of a growing and reliable

air freight transportation system. We hope, with the others, to probe and cultivate the many new markets for air freight service which we have not had or taken the time to investigate. We hope to see an end to uncertainty about our future which has resulted from the long delay in the CAB decision on our applications for temporary or permanent rights to operate as common carriers. We hope to see the restoration of airline rate structures based on sound economic principles, one of which is that a higher charge per pound is assessed on a small shipment than a large one because it costs more per pound to handle a small shipment than a large one. Finally, we hope most eagerly for more plane capacity and more dependable service. As forwarders, we can help to sell it, and by the combined efforts of all of us, in sales and operations, earn the broader and firmer shipper acceptance which will guarantee a banner year for air freight in 1948.

PETER W. WILSON

I HAVE no hesitancy in predicting that the cause of air freight will go backwards faster than it went forward if the ambitions of the certificated airlines are realized.

The ATA carriers have announced that they intend to take over the handling of all air transportation, including passenger, mail, air express and so-called air freight. This, they say, will be done without the assistance, or perhaps I should say without any interference from, the direct cargo carriers, Railway Express Agency, the exclusive air freight forwarders, or the surface freight forwarders. This campaign of the airlines and Air Cargo, Inc. was first exposed to public view at the final hearings before the Civil Aeronautics Board in the Freight Forwarder Case in July of last year.

At that time, believe it or not, Fred Glass, the president of that fabulous or-

(Continued on Page 31)

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Dick Nirsbaum

What Part Shall Freight Forwarders Have in the Development of The Air Freight Industry?

PART VI

Special interests of railroads, motor carriers and water carriers have been barriers to any extensive coordinated efforts amongst themselves. Commissioner Eastman in the *Freight Forwarding Investigation*, wherein he dissented in part, stated:

So far as the trucks are concerned, the forwarding companies have no doubt deprived them of considerable long-haul traffic, but it is clear that these companies have utilized trucks very extensively in their operations, not only in terminal, but also in line-haul service, in taking advantage of every opportunity to use them where greater economy or efficiency would result. They have been among the most successful practical exponents of the principle of coordination between rail and truck service.

The method of handling less-than-carload or package freight which the forwarding companies have developed has, therefore, demonstrated in practical operation its public value. . . .

There is little reason to expect that the air carriers of the country will be any less affected by their own special interests than other types of common carriers, thus being willing to work out with the railroads and the motor carriers coordinated transportation with the best interests of the public in mind. Should the airlines have an altruistic attitude they must also find the surface carriers in a like mood if such an end is to be attained.

The air carriers have already announced that they will oppose certification of the Railway Express Agency and of the freight forwarders. This action is based on the belief that the Air Transport Association's plan for a coordinated scheduled air cargo service will enable the airlines to offer a service equal or better than that which could be offered by the Railway Express Agency and the forwarders. Certification of the forwarders in the view of the Air Transport Association would merely provide "duplicate and wastefully competitive services." This reasoning appears to be lacking in logic.*

There is little doubt that the air carriers are acting as the surface carriers

This outstanding article is based on a paper which appeared in full in *The Journal of Air Commerce and Law*.

By C. ALLEN ELGGREN

Secretary-Counsel
Challenger Airlines

have acted in the past in their fight against forwarders.

Public necessity and convenience would seem to dictate the need for a neutral agency which could arrange for that type of transportation most advantageous to the public being served. To satisfy this special need, the freight forwarder can be used and with proven results. A public interest requirement for freight forwarders with the authority to use air transportation in their operations is apparent, and any action by the Civil Aeronautics Board in the scheduled investigation should give appropriate consideration to this need.

Air transportation of freight is in its infancy. Much effort towards growth is missionary work which will require contact of prospective customers in order to convince them of the advantages of air transportation. Freight forwarders are primarily soliciting organizations. They are in daily contact with important shippers who can be the source of many items of freight which as yet have never been shipped by air. They are in a most favorable position to give air freight a boost and as it becomes economical to ship additional items by air to precipitate change from surface to air transportation.

It is difficult to understand how the air carriers will gain by the exclusion of the freight forwarder from the air transport field. It will be an expensive

*Quoting from John F. Budd's Article *Why Orphan the Domestic Freight Forwarder?*—*AIR TRANSPORTATION*, November, 1946, p. 28:

"The domestic freight forwarder is a recognized and important cog in the American transportation wheel. His wares are lower rates through freight consolidation, speedier service, and full responsibility for shipments from the shipper to the consignee's door. The railroads always went out themselves for the full carload business, but experience has taught them that the freight forwarder can do a better job in the LCL (less than carload) business. As a middleman between the shipper and the carrier, the freight forwarder derives his profits from the difference in rates between carload and LCL shipments."

addition to the airlines to create special freight soliciting organizations as effective as the freight forwarders. It is not argued, however, that soliciting should be left entirely to the freight forwarders. The freight forwarder can be an effective adjunct to any other soliciting organizations the air carriers may feel necessary to set up. That air carriers should fear for their ability to compete for the trade that freight forwarders will be in a position to offer them is unreasonable, since air carriers possess all the advantages of speed and, as new equipment is developed, economy will favor air transportation in many classes of freight.

It will be recalled that the railroads were at first not pleased with the business which they saw the freight forwarder taking from them. Yet they complained of the out-of-the-pocket costs of the less-than-carload freight. Today the majority of the railroads recognize the freight forwarders as an asset to them and have turned over to them a considerable portion of their less-than-carload freight.

Having determined that there is a need for the forwarder in air transportation the Board should not stultify such a determination by narrowing his opportunity to serve.

3. Classification of Air Forwarders

In reference to classification and subclassification of indirect air carriers under item (f) of the Board's order above, little comment was made in this paper as to the specialized freight forwarders. This is a classification that apparently will be essential for the Board to make. This group of forwarders have special circumstances and conditions under which they operate. They usually limit themselves to one commodity and devote their skill, equipment and energies towards the furnishing of transportation which will fit the needs of their select group of customers. Because of their specialized skill and equipment they have the strongest argument for single responsibility in transportation goods via the various mediums of transportation.



James M. Landis, chairman of the Civil Aeronautics Board, who has not been reappointed to his important post by President Truman. Although no successor was revealed at this writing, the name of Thomas K. Finletter is being mentioned in unofficial circles. The Air Line Pilots Association has protested the action.

4. *Should Certificates of Public Convenience and Necessity or Other Restrictions Be Required to Prevent Uneconomical Competition?*

The Board may well consider the action taken by Congress under the Freight Forwarder Act in determining whether or not to require certificates of public convenience and necessity. A freight forwarder need only show under Part IV of the Interstate Commerce Act that he as an applicant "is ready, able, and willing properly to perform the service proposed, and that the proposed service, to the extent authorized by the permit, is or will be consistent with the public interest and the national transportation policy. The Interstate Commerce Commission is specifically directed not to "deny authority to engage in the whole or any part of the proposed service covered by any appli-

cation made under this section solely on the ground that such service will be in competition with the service subject to this part performed by any other freight forwarder or freight forwarders."

To what extent these provisions of the Freight Forwarder Act of 1942 have been effective in preventing uneconomical competition can probably be determined from the available records of the Interstate Commerce Commission. It is possible, however, that the intervention of the war since the adoption of the forwarding legislation will not have permitted an adequate period to test the quality of the above provision.

Mr. Wolverton stated:

"As received from the Senate the bill (Freight Forwarder Bill) contained provisions for the issuance of certificates of public convenience and necessity and for special recognition of "grandfather rights" with respect to forwarding operations in existence on July 20, 1937, the date of the

Commission's first decision in the *Acme Case* (2 M.C.C. 415). Your committee, however, has concluded that the reasons which justify such provisions in the case of carriers subject to Parts I, II, or III of the Interstate Commerce Act are not paralleled in the case of forwarders. The substitute proposed therefor makes provision for the issuance of permits without reference to any "grandfather rights."

"Some of the differences in the two situations may be noted. One of the basic reasons for requiring certificates in the case of carriers which perform a physical transportation service is predicated upon the fact that such carriers invest large sums in plan, facilities, and equipment, and look to the public to pay rates which shall yield a fair return thereon over and above the costs of operation. It is therefore important that such investments be not made if not needed, and if the result would be to burden the public with unnecessary transportation costs, or by affording an excess of transportation facilities make it unprofitable for existing carriers to operate. Certificates are appropriate in such cases, and their issuance properly restricted to a showing of public convenience and necessity.

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"The case of the forwarder discloses no comparable situation. He makes no substantial investment in plant, facilities, or equipment, and devotes no material property to the public service. He is primarily a solicitor, consolidator, and shipper of the traffic of others over the transportation lines and facilities of others. The public, therefore, needs no protection against improvident investments by the forwarder in transportation property, facilities, and equipment.

"Because forwarders, whether large or small, are essentially shippers in their relation to the carriers whose services they utilize, they properly should acquire no rights by reason of prior operation which would place them in any more favorable a position than any new shipper also desiring to utilize the same carrier services. For this reason your committee has concluded that it would be contrary to sound policy to give special "grandfather" rights to the comparatively few forwarders, to the disadvantage of other shippers seeking to perform similar services."

The Civil Aeronautics Act of 1936 apparently was drafted to permit the Board great flexibility in attacking this problem. The flexibility given the Board by Congress may well have been the result of the indefinite status of forwarders at the time of the passage of the Civil Aeronautics Act of 1938. The Board is directed by Congress to permit competition sufficient to maintain a healthy condition among the air carriers. In line with the action of Congress in the forwarding legislation, the Board may feel it wise not to hobble this new phase of air transportation with too rigid requirements for the purpose of obtaining certificates or authorization to operate as air forwarders.

5. Control of Air Forwarders by Other Common Carriers

It is significant that Congress saw fit to permit control of freight forwarders under the Freight Forwarder Act of 1942 by other common carriers subject to Parts I, II, and III of the Interstate Commerce Act. Mr. Wolverton of the House Interstate and Foreign Commerce Committee who guided the freight forwarder bill through the House gave the following reasons on the floor for permitting this:

"While both the Senate and House bills permit the control of freight forwarders by common carriers subject to Parts I, II, or III of the Interstate Commerce Act, the Senate provisions, by reason of their relation to the certificate provisions in the same bill, were more restrictive. In concluding to adopt the more liberal policy expressed in the House amendment, the conferees were impressed by several considerations favoring carrier control of forwarding operations. Among these were the following:

"First. The two largest forwarding operations in the country were developed under railroad affiliation and no complaint of their service appears to have been made by the shipping public.

"Second. Because of the universality of the service which railroads are required to perform, as among persons, localities, and as to different kinds of freight, their control of forwarding operations would tend to be more universal and less discriminatory than forwarder service conducted by individual operators having narrower rights and obligations.

"Third. The investments made by rail, motor, and water carriers in transportation properties, facilities, and equipment furnish a substantial incentive on their part to provide and maintain for the public a permanent and stable service, and as a result their control of forwarding operations should insure to the public a greater permanency of service than if forwarding operations were only in the hands of those who have no real substantial investment in the properties and facilities which make such forwarding operations possible.

"Fourth. The needs of commerce, the convenience of the shipping public, and effectuation of the national transportation policy all require that for the future there shall be a closer and more effective integration of the services of all common carriers of property. Aside from such preferences as freight forwarders have been able to secure, and such competitive advantages as they have had due to an absence of regulation, the rapid rise of the freight forwarding industry in recent years has been due primarily to its accomplishment of an effective coordination of all transportation services under a single responsibility to the owner of the goods. In view of this, it seemed to your committee manifestly unsound and unjust that the Congress should give preference, in the business of integrating and coordinating transportation services, to forwarding companies which have no investment whatever in transportation facilities, equipment and other properties, and to deny the rail-

roads, the motor carriers, and the water lines which have an investment in the transportation plant of the country, by which the forwarder's service is accomplished, the opportunity to engage, in an appropriate manner, in similar operations upon equal terms."

The Board, on the other hand, in a number of cases has stated a strict policy against acquisition of air carriers by other common carriers. This policy is outlined in *Boston and Maine and Maine Central Railroads, Control-Northeast Airlines, Inc.*

"The provisions of Section 408 carry into the Civil Aeronautics Act a well-established national policy that the various forms of transportation should be mutually independent. That this has long been the prevailing Congressional intent is conclusively established by the legislative background of the various transportation acts and by the language of the Civil Aeronautics Act itself. We are convinced that a construction of this Act which rigidly limits the participation of other forms of transportation in the air transport field is in harmony with the intent of Congress, and is necessary to attain a full and sound development of our national air transportation system. Congressional action clearly indicates a conclusion that the public interest requires that the various forms of transportation be kept distinct, so that each can operate in its own sphere independently of the others. We must therefore scrutinize carefully each situation in which there exists a relationship between an air carrier and another common carrier in order to determine, first, if there has been an acquisition of control within the meaning of the Act, and, if so, whether such acquisition would be consistent with the public interest and in accord with the provisions of Section 408(b)."

Probably a policy of noncontrol by those owning substantial interests in direct transportation operations whether surface or air ultimately would prove the most sanguine with respect to all forwarders engaging in air freight forwarding. In order to obtain the greatest efficiency from the freight forwarders, however, there should be an exception made covering control of air freight forwarders by surface freight forwarders or vice versa, so long as they re-

(Concluded on Page 34)



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COLONIAL AIRLINES has taken the bull by the horns in its attempt to develop air cargo business, and is paying a commission of five percent to authorized agents on shipments in international transport—in this case, to Canada (Montreal and Ottawa) and Bermuda. This is significant, particularly in view of the fact that forwarders handling such business for other scheduled airlines have been collecting their commissions from the shipper rather than from the carrier. CA reports that forwarders to handle its international business are being named at the present time. Credit this forward step to the new go-ahead cargo manager, Bill McTaggart, who has a far-seeing eye.

A DC-3 cargoplane is now being operated by Northeast Airlines, with a second one in the offing should traffic warrant it. Payload is three tons. Most of the all-cargo service is at night, so that shipments can reach destination point early the following morning.

A 40-percent cut in Delta Air Lines' rates on fresh fruits and vegetables, moving northbound from 15 originating points on DAL's system, has been approved by the CAB. The new rates apply only on shipments of 100 pounds and over. A further hearing will be necessary before decision can be made on the airline's proposed rate reduction of shipments under 100 pounds. It should be noted that the rate cut does not apply to frozen foods or cold-packed cargoes, nor does it apply to shipments moving southward. The new rates—as well as the old, in parentheses—follows:

From Miami: To Jacksonville, \$2.43 per 100 pounds (formerly \$4.05); to Brunswick, \$2.73 (\$4.55); Savannah, \$3.03 (\$5.05); Macon, \$3.63 (\$5.55); Augusta, \$3.63 (\$5.55); Atlanta, \$4.23 (\$7.05); Greenville and Spartanburg, S. C., \$4.23 (\$7.05); Asheville, \$4.53 (\$7.55); Chattanooga, \$4.80 (\$8.00); Knoxville, \$5.10 (\$8.50); Lexington, \$5.67 (\$9.45); Cincinnati, \$6.24 (\$10.85); Chicago, \$7.38 (\$12.30).

From Jacksonville: To Brunswick, \$1.28 (\$2.13); Savannah, \$1.28 (\$2.13); Augusta, \$1.84 (\$3.07); Macon, \$1.84 (\$3.07); Atlanta, \$2.13 (\$3.55); Greenville and Spartanburg, S. C., \$2.43 (\$4.05); Asheville, \$2.73 (\$4.55); Chattanooga, \$2.73 (\$4.55); Knoxville, \$3.03 (\$5.05); Lexington, \$3.93 (\$6.55); Cincinnati, \$4.23 (\$7.05); Chicago, \$5.67 (\$9.45).

From Brunswick: To Savannah, \$1.28 (\$2.13); Augusta, \$1.56 (\$2.60); Macon, \$1.56 (\$2.60); Atlanta, \$1.84 (\$3.07); Greenville and Spartanburg, S. C., \$2.13 (\$3.55); Chattanooga, \$2.43 (\$4.05); Asheville, \$2.43 (\$4.05); Knoxville, \$2.73 (\$4.55); Lexington, \$3.63 (\$6.05); Cincinnati, \$3.93 (\$6.55); Chicago, \$5.37 (\$8.95).

From Savannah: To Augusta, \$1.28 (\$2.13); Macon, \$1.56 (\$2.60); Atlanta, \$1.84 (\$3.07); Greenville and Spartanburg, S. C., \$1.84 (\$3.07); Asheville, \$2.13 (\$3.55); Chattanooga, \$2.43 (\$4.05); Knoxville, \$2.43 (\$4.05); Lexington, \$3.33 (\$5.55); Cincinnati, \$3.63 (\$6.05); Chicago, \$5.10 (\$8.50).

From Macon: To Atlanta, \$1.28 (\$2.13); Chattanooga, \$1.56 (\$2.60); Knoxville, \$1.84 (\$3.07); Lexington, \$2.73 (\$4.55); Cincinnati, \$3.03 (\$5.05); Chicago, \$4.53 (\$7.55).

From Augusta: To Asheville, \$1.28 (\$2.13); Atlanta, \$1.28 (\$2.13); Greenville and Spartanburg, S. C., \$1.28 (\$2.13); Chattanooga, \$1.84 (\$3.07); Knoxville, \$1.84 (\$3.07); Lexington, \$2.73 (\$4.55); Cincinnati, \$3.03 (\$5.05); Chicago, \$4.53 (\$7.55).

From Charleston: To Augusta, \$1.28 (\$2.13); Columbia, \$1.28 (\$2.13); Greenville, \$1.56 (\$2.60); Spartanburg, S. C., \$1.56 (\$2.60); Asheville, \$1.84 (\$3.07); Atlanta, \$2.13 (\$3.55); Chattanooga, \$2.43 (\$4.05); Lexington, \$3.03 (\$5.05); Cincinnati, \$3.63 (\$6.05); Chicago, \$4.80 (\$8.00).

From Columbia: To Asheville, \$1.28 (\$2.13); Augusta, \$1.28 (\$2.13); Greenville, \$1.28 (\$2.13); Spartanburg, \$1.28 (\$2.13); Atlanta, \$1.56 (\$2.60); Knoxville, \$1.84 (\$3.07); Chattanooga, \$2.13 (\$3.55); Lexington, \$2.43 (\$4.05); Cincinnati, \$3.03 (\$5.05); Chicago, \$4.23 (\$7.05).

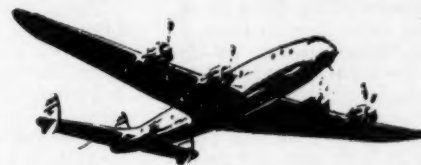
From Atlanta: To Chattanooga, \$1.28 (\$2.13); Knoxville, \$1.56 (\$2.60); Lexington, \$2.43 (\$4.05); Cincinnati, \$2.73 (\$4.55); Chicago, \$3.93 (\$6.55).

From Greenville and Spartanburg, South Carolina: To Asheville, \$1.28 (\$2.13); Knoxville, \$1.28 (\$2.13); Lexington, \$1.84 (\$3.07); Cincinnati, \$3.93 (\$6.55); Chicago, \$5.37 (\$8.95).

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From Asheville: To Knoxville, \$1.28 (\$2.13); Lexington, \$1.56 (\$2.60); Cincinnati, \$2.13 (\$3.55); Chicago, \$3.63 (\$6.05).

From Chattanooga: To Lexington, \$1.84 (\$3.07); Cincinnati, \$2.13 (\$3.55); Chicago, \$3.33 (\$5.55).

From Knoxville: To Lexington, \$1.28 (\$2.13); Cincinnati, \$1.84 (\$3.07); Chicago, \$3.03 (\$5.05).

From Lexington: To Cincinnati, \$1.28 (\$2.13); Chicago, \$2.43 (\$4.05).

Two new warehouses and receiving stations have been opened in New York by Peruvian International Airways "to facilitate and expedite the handling of air express shipments originating in the United States for transportation over the airline's routes to Cuba, Panama, Peru, and Chile." Locations are at 250 Pearl Street, and at the Marine Terminal, LaGuardia Field. Adequately staffed, these terminals will help turn the trick for PIA. Free trucking service is provided from downtown warehouse to planeside.

Air express rate cuts, averaging some 25 percent on shipments of 100 pounds and more, are now in effect. Here are some typical PIA reductions: New York-Santiago, Chile, from \$1.43 per pound to 99 cents per pound; New York-Antofagasta, \$1.37 to 97 cents; New York-Lima, \$1.11 to 85 cents; Washington-Santiago, \$1.42 to 98 cents; Havana-Santiago, \$1.26 to 86 cents; Panama-Lima, 71 cents to 48 cents.

Pan Am and Panagra have announced "drastic reductions in air cargo rates between United States and South American cities" served jointly by both lines. Deepest rate cuts were in shipments topping 100 pounds, which were lowered, in some cases, as much as 36 percent. This move to decrease air-shipping costs, says Panagra, is in some instances the greatest in its history. Benefitting the most are Cali, Colombia; Lima, Peru; La Paz, Bolivia; and Santiago, Chile.

The old Miami-Santiago rate was \$1.38 per pound; today it is 88 cents per pound for shipments of 100 pounds and over, and \$1.30 per pound for shipments under 100 pounds. Miami-Lima was \$1.05; now, 74 cents and 99 cents. Miami-La Paz was \$1.22; now, 85 cents and \$1.15.

Pan Am has reduced the rate on gift parcels to Europe by one-third. Affected are shipments to Ireland, England, Belgium, Czechoslovakia, Germany, and Austria. Maximum weight for each shipment is 22 pounds. New rates range from 67 cents per pound to 97 cents per pound, depending, of course, on destination. There is a minimum charge of \$5.00 per shipment.

Some Pan Am tidbits: Recently handled was the first air shipment of silk from Japan. Shipper was De Schultheses and Company, 254 Yamashitacho, Yokohama, Japan; and consignee, Pongees Corporation, 220 East 42nd Street, New York. The cargo, valued at \$2,000, consisted of 10 packages weighing 229 pounds. . . . An entire house—four rooms and bath—was shipped to Rio from Miami, marking (as far as we know) the first time a whole residence was moved by air. Made of aluminum, the house weighed only 2,221 pounds. It occupied less than 87 cubic feet of cargo space when knocked down for air delivery. Shipper was United Industrial Associates, Inc., of Washington, D. C. . . . A half-dozen Shetland ponies, standing barely 3½ feet high and weighing less than 350 pounds each, flew 235 miles from Miami

to Havana for eventual circus appearance. . . . November was a record month for air shipments to and from Latin America through the Miami gateway. PAA chalked up a total of 1,267,631 pounds of cargo during that month. This was almost double the November, 1946 total handled by the line's Miami office.

American Airlines reports that for the first time in its history, air freight income is second only to that from passengers. This is big news, indeed! Previously, mail had been the second-place income-bringer. Which once more brings to mind the big question: How soon before cargo revenues exceed passenger revenues?

During October, AA hit the three-million ton-mile figure for the first time. Exact mark was 3,063,136 ton-miles of cargo. Of that total, 1,906,554 ton-miles represented freight—another record for the airline. In the January-October period, AA flew 9,369,281 ton-miles of freight.

Western Air Lines' October freight total represented an 89 percent increase over the October, 1946, total. Compare 261,379 pounds with 138,606 pounds. The year's total poundage is 180 percent above that of the same period of the previous year. WAL is stepping it up!

Meanwhile, Mid-Continent Airlines reports that its freight business in October jumped 150 percent in tonnage over the preceding month. This, according to the line, set a new high for the company.

And **Braniff International Airways** states that its biggest monthly increase came in the same month which saw a 10 percent increase in freight revenue. During January-October, nearly 1,500 pounds of freight were carried, as compared with 661,160 pounds in the same 1946 period. Progress, indeed!

Have you seen Continental Air Lines Air Freight Memorandum Tariff No. 1? If not, write: John A. Smith, Cargo Sales Manager, Continental Air Lines, Stapleton Airfield, Denver 7, Colorado.

A matter of five percent commission—approved by the International Air Transport Association, but not acceptable to the Railway Express Agency—will bring cancellation to REA's air express contracts with United States international airlines as well as foreign air carriers operating into this country. Unless there is a complete turnabout by either party—unforeseen at this moment—the contract will expire March 1, 1948. It is understood that the airlines will file separate cancellation notices with the Civil Aeronautics Board.

As a result of the recent IATA agreement, five percent is the top commission received by the cargo agency, with no minimum. American Overseas is paying five percent, but REA receives a minimum of \$1 per shipment. The agency operates on another basis with Pan Am—50 cents per airwaybill. TWA has no contract at all. REA is doing business with all of the foreign airlines, and it is interesting to note that TACA is paying 7½ percent.

REA has offered no official statement on the subject—at least at this writing.

A glad hand for Monarch Air Lines which has inaugurated a package service for shipment prescriptions, spectacles, films, dental plates, etc., to residents of the Rocky Mountain area. MAL will fly packages weighing up to three pounds anywhere on its system—Colorado, New Mexico, Utah, Illinois—for 25 cents. Underline the fact that there is no \$1 minimum charge.

More air cargo traffic is needed between the United States and Alaska, says the CAB in pointing out that the certificated United States-Alaska carriers have not been able to absorb fully the demand for cargo service. In this vein, the CAB is proposing an exemption order which would permit additional qualified carriers to enter into cargo service between the two areas.

Because industrial and agricultural production is continuing at record high levels, it is expected that air freight traffic this year will grow more rapidly than any other form of industry. However, the competing forms of traffic are not expected to suffer seriously.

G. Laurence Knight, Jr., vice president of Great Circle Airfreighters, reports the inauguration of daily air freight service to the major cities of Europe, including a number in the Russian-occupied zone. GCA is picking up freight in the metropolitan areas of the United States for guaranteed delivery in Holland, Belgium, France, and Germany, as well as in Czechoslovakia, Hungary, and Rumania. When requested, arrangements will be made for return receipts. Eric Rath, president of the firm, is in Europe at the present time.

Knight says his firm will pick up shipments of any size at the shipper's door and guarantee delivery in Europe "at rates equal to or lower than the prevailing terminal-to-terminal charges."

GCA, which consolidates plane loads for bulk flight to Europe and guarantees door delivery, has made tentative arrangements for contract cargo service to Egypt, India, and Australia.

You have the word of Secretary of Commerce W. Averell Harriman that the greatest possibility for achieving the full benefits of aviation lies in the full development of air cargo. He said it was Government responsibility to finance the development of new-type transport planes—both cargo and passenger—and recommended that funds for research and development of these planes be handled and directed by the Commerce Department.

REFERENCE GUIDE TO PREVIOUS ISSUES

At regular intervals, AIR TRANSPORTATION publishes lists and other information of a specialized nature as a service to its thousands of readers. The following is a handy guide to this information which has appeared in this magazine in the past year.

- May, 1947.....Texts of Sections 292.1 and 292.5, Economic Regulations.
- June, 1947.....United States Irregular Air Carriers and Non-Certificated Cargo Carriers.
- August, 1947....Holders and Applicants of Certificates of Public Convenience and Necessity.
- October, 1947 ..Foreign Airlines of the World.
- October, 1947....IATA-Recognized Foreign Freight Forwarders.
- October, 1947...Airline Distances Between Major Cities of the United States.
- November, 1947..Landing Fees
- November, 1947..Scheduled Airlines of the United States.
- December, 1947..Text of Proposed Section 292.6, Economic Regulations.
- January, 1948 ...International Air Express and Mail Tables.
- January, 1948 ...1947 Index.

THE NONSKEDS

CALIFORNIA EASTERN AIRWAYS: An elaboration of the private wire typewriter circuit with special adaptations to meet the needs of air freight has been developed by officials of the airline and the Pacific Telephone and Telegraph Company. The new system, which is already in operation, provides "instant selective or all-points communication with Cal Eastern's stations at Frisco-Oakland, New York, Chicago, St. Louis, Cleveland, Denver, and Los Angeles."

Under the new communications system, billing of last-minute cargoes is done over the private teletypewriter after the airfreighter's take-off. Billing is done at the home office in Oakland, a process which automatically cuts tapes for the teletypewriter. Once placed on the machine, each Cal Eastern station along the line is dialed in and alerted to place a bill form in its teletypewriter. In short order, the billing on the cargo to be off-loaded at that point is accomplished. This procedure affords an excellent opportunity to station managers to gather the exact amount and type of ground facilities and to notify consignees. Previously, air billing for last-minute cargoes had to be completed before take-off, thus holding up the plane's departure.

New additions to Cal Eastern's sales staff: Stephen A. "Steve" Stimpson, appointed assistant to John Edmundson, district sales manager at Los Angeles. Stimpson served as United Air Lines district traffic manager from 1929 to 1941, and is credited with the idea of adding stewardesses to airline crews. (Read *The Stewardess Celebrates a Birthday* in the May, 1945 *AIR TRANSPORTATION*) . . . Francis J. Gerham, former Marine fighter pilot, has been named assistant to W. J. Kearns, New York district sales manager. He has been assigned to the New England area.

Santa Fe Skyway: Cal Eastern and the Flying Tigers have charged Santa Fe and its parent railroad company with operating in violation of the Civil Aeronautics Act. The two carriers allege that Santa Fe is operating as a common carrier without the legal authority to do so. An application by Santa Fe to operate as a common carrier is pending before the CAB. Both Cal Eastern and Flying Tiger became common carriers last Summer.

Transocean Air Lines: With two more DC-4s converted, Transocean now has a fleet of 10 *Skymasters* in operation. The line is currently making two to three weekly flights to Okinawa and Guam on a sub-contract to the United States Army Corps

of Engineers. Three weekly transatlantic runs are also being made, under contract with the Canadian Government, transporting emigrants from England to Canada.

Slick Airways: Earl F. Slick, president, recently told the House Post Office and Civil Service Subcommittee on Air Mail: "My company is interested in air parcel post."

That much placed on the record, Slick went on to say that his company was "convinced that air parcel post can be organized on a basis which will result in an efficient operation with low cost to the public." He opposed "split-second scheduling," placing more importance on "the economy that results from the flexible schedules now in effect for commercial freight and from nightly departures from principal points."

"It is an astounding fact," Slick said, "that the members of our association (Airfreight Association) working with the surface carriers can guarantee second-day delivery to virtually any town in the United States. No more speed than that is required to generate an immense volume of air parcel post traffic . . ."

"We have not yet made any detailed analysis or projection of air parcel post rates. However, it is obvious that air parcel post can be put on a sounder basis, from the very beginning, than has been the case with air mail. The rate should be low enough to attract the traffic in volume and yet high enough to pay the air transportation cost, and a reasonable return thereon, plus the charges of the Post Office Department. But in air parcel post there is no reason to start with an air transportation charge of \$1.02 a ton-mile, the average air mail rate, or even 45 cents a ton mile, the so-called "service" rate. The proper rate can be determined only after further study of the costs involved in affording parcel post its proper priority, and only after consultation with the Post Office Department as to its requirements. In any event, however, the air transportation charge should not, even at the outset, exceed 20 cents a ton-mile."

Airfreight Association: No longer is it the Independent Airfreight Association. The "Independent" has been dropped. Together with this news has come the news of O. L. "Bob" Morrow's election as an additional member of the board. Morrow heads Meteor Air Transport, based at Teterboro . . . The group has come to an agreement with the American Trucking Association for the interchange of air cargo with surface motor carriers. This plan—now being developed—is of tremendous significance.

CAA Booklet

Valuable suggestions to owners of airports are contained in a new study, "Non-Aviation Revenue Producing Functions for Airports," released recently by the Civil Aeronautics Administration. Prepared by the Office of Airports, the publication is not a comprehensive study of the subject but, rather, is designed to act as a guide to airport owners in supplementing revenues obtained strictly from aviation sources. Revenue-producing items such as agricultural development, ground transportation, display advertising and recreational facilities

are explained in the text, which is accompanied by charts listing typical sources of non-aviation revenue and revenue potentials. Free copies of the booklet may be obtained from the CAA Office of Aviation Information, Washington 25, D. C.

Name Shortened

In the interest of brevity and greater accuracy, the name of The Glenn L. Martin Company's Plastics and Chemicals Division has been abbreviated to The Glenn L. Martin Company, Chemicals Division.



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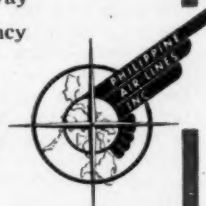
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- ✓ LESS STORAGE HAZARD
- ✓ LESS HANDLING
- ✓ LESS TRANSIT TIME

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TRANSPORT TIDINGS

TWA Adds 12 Connies

TWA has purchased 12 new *Constellations* to serve increasing traffic requirements, with delivery to begin in February, 1948. The entire fleet will be delivered by June in time for the Summer travel peak.

The new sleeper-type airplanes will be long-range, transocean transports and will go into service on TWA's international routes. As these new planes are put into service overseas, the line's *Constellations* now flying abroad will be returned home and put into domestic service. This will give TWA 22 *Constellations* for domestic service and a fleet of a dozen sleeper ships for its international routes.

More KLM Runs to East

KLM has inaugurated a daily air service to the Middle and Far East by adding another *Constellation* flight to this route. Frequency of service has been increased to seven times a week.

Prior to the addition of this new flight, KLM had been operating the 9,000-mile Amsterdam-Batavia route with two *Constellations* and four Douglas DC-4 flights in each direction every week. The journey requires just over three days. Stops are made at Rome, Cairo, Baghdad, Basra (or Karachi), Calcutta, Bangkok, Singapore (on certain flights), and Batavia.

Munich Stop Sought by PAA

Pan American World Airways has filed an application for service to Munich in the American zone of Germany. The line now connects London, Brussels, Frankfurt, Prague, and Vienna in Central Europe with New York.

Preclearance in Alaska

Passengers traveling by air from the Orient to the United States via Alaska will save time by a new arrangement for immigration clearance at Anchorage, Alaska. After examination at Anchorage, passengers will be able to land anywhere in the United States, with no formalities other than showing that they have been cleared in Alaska. Travel also will be speeded by the elimination of duplicate inspection of baggage, through the use of in-transit seals after clearance by the customs officer at Anchorage. Expediting of international air travel through Alaska follows a similar move on Orient-United States flight via Hawaii.

Transatlantic Flying

The three United States certificated airlines flying over the Atlantic maintained their strong lead over six foreign carriers in passenger traffic during the January-June, 1947 period.

Figures computed by the Civil Aeronautics Board show that the three lines—Pan American, American Overseas, and TWA—flew more than 75 percent of the total schedules and passengers across the Atlantic during the six-month period, when traffic in both directions increased in excess

of 19 percent over the last six months in 1946.

There were 80,108 passengers arriving at or leaving from New York via the world's most heavily traveled international airway between January and June of this year, compared with 67,135 in the final half of 1946, representing a passenger gain of 22,873. The United States carriers transported 60,398 of the total number of passengers. The remaining 19,710 air travelers were flown by Air France, Sabena, KLM, BOAC, SAS and Swissair.

Of the 3,361 flights recorded during the first half of this year, 2,540 were made by the United States airlines and 821 by the foreign carriers. Although eastbound flights outnumbered westbound trips, 1,701 to 1,660, American-bound traffic exceeded that going by Europe by more than 7,000 passengers. Among American citizens crossing the Atlantic during the first six months of this year, which represented better than 42 percent of the entire traffic, 83 percent of them flew on United States-operated airliners. Also 68 percent of alien passengers used the facilities of the three United States air carriers.

EAL Interline Pacts

Eastern Air Lines has signed separate interline ticketing and agency agreements with TACA and Sabena. These agreements make possible the ordering of reservations and purchasing of tickets to any point served by the other company.

Brooklyn Air Terminal

Brooklyn now has its first air terminal, located in the Hotel St. George, serving as a consolidated ticket office for eight airlines including American, Capitol, Colonial, Eastern, National, Northeast, Northwest, and United. John F. Budd, publisher of AIR TRANSPORTATION and honorary chairman of the Aviation Section, New York Board of Trade, was for a number of years in the forefront of the movement to establish such a terminal.

11 Drop No-Show Penalties

Eleven airlines have dropped the 25 percent no-show penalty imposed on passengers a year ago. The penalty was found to have an adverse psychological effect on air travelers. Included in the 11 airlines are American, TWA, Braniff, Northeast, Capital, Mid-Continent, United, Western, Inland, Challenger and Southwest.

Stratocruiser Gross Weight

The structure of the new *Stratocruiser* has been approved for a total gross weight of 147,000 pounds, the Boeing Aircraft Company has announced. The information was revealed coincident with approval by the Civil Aeronautics Authority of basic structural engineering and static test information on the new double-deck airliner. Fifty-five of the big new aircraft now are in production at Boeing.



By JOHN F. BUDD, JR.

FINALLY, after carefully gathering our material and checking facts, we're ready for an all-out attack on that anonymous airline head who several months back penned a cruel article in one of the industry's periodicals that hit the airline salesman, for one, right between the shoulder pads. Bravely writing from behind a cloak of anonymity, our executive friend bewailed the "shortage of junior executives." Of the eager young lads who enter the industry, he claims that "about 19 out of 20 last a few weeks and then look elsewhere for a job with higher starting salaries, but without future possibilities." Liking them to milk wagon and taxi chauffeurs, he maintained that after 20 years they would be better off in the industry they deserted. The industry is looking for men who are honest, loyal and industrious, and "willing to fight it out with us over a period of years," he said, and added that "we can't advance a man in six months' time from a \$150 a month job to a \$1,500 a month job."

We wonder if our friend ever stepped out of his inner sanctum to chat with one group of men who are helping to put people in the seats of his airplanes—the sales representatives. We doubt it. If he had, he'd have realized that here was one segment that is perhaps the last bulwark of the "faith" he so earnestly seeks. Working long hours, acting as a protective sponge that absorbs much of the abuse aimed at management by irate passengers, they've kept at it steadily—for two, three, six years—all for remuneration far below their value to the industry. Just how deeply the remarks of the airline chief touched them was divulged in the letters of protest sent to this writer from scattered points.

Rising up to challenge the biased views of this airline executive their letters mirrored young men indignant and hurt at the back-handed slaps at their honest efforts.

From the nation's capital a typical letter read like this:

"My reaction was one of disgust . . . the fact that he wishes to remain anonymous types him as the sort of individual who talks big but refuses to face facts . . . it would be difficult for him to inspire and lead the type of individual he seeks."

This was from a young man who only recently received considerable local notice for his business and leadership qualities.

In New York one of the brighter lights among the airline pavement-pounders said:

"The present high cost of living precludes the possibility of many capable men hanging on too long in a position that doesn't pay them enough to support their families or themselves."

Wondering whether the young men who did leave the field were sorry they had done so, and wishing to learn whether they are situated in jobs that have limited futures, we turned to several former airline men who are still located in the same city. An ex-airline salesman, now an associate partner in a travel agency, had this to say:

"It is a rather snide trick to throw dirt at those leaving the airline when the true

(Concluded on Page 35)



1948 AIR TRANSPORTATION 1948

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

Jan. 2, 1919: Hamilton Standard Propeller founded
Jan. 4, 1946: Slick Airways incorporated
Jan. 14, 1946: California Eastern Airways incorporated
Jan. 31, 1947: TWA starts 1st scheduled int'l all-cargo runs

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
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22	23	24	25	26	27	28
29						

Feb. 1, 1935: Pacific Seaboard becomes Chicago and Southern
Feb. 8, 1919: Initial service by Air France parent company

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
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March 6, 1928: Colonial Airlines organized
March 7, 1939: Northrop Aircraft organized
March 31, 1943: Consolidated and Vultee combined

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
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April 22, 1938: Eastern Air Lines was nation's first air mail
April 26, 1917: Boeing Aircraft founded

MAY

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May 30, 1937: TWA files first scheduled transatlantic air mail
May 31, 1937: Sabena founded
May 23, 1926: Nation's first airline passenger carried by WAL

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
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June 17, 1947: FAA announces first round-the-world service
June 21, 1932: Lockheed Aircraft formed
June 25, 1945: National Skyway Freight (Flying Tigers) formed

18 19 20 21 22 23 24

July 1, 1937: Varney Air Transport becomes Continental Air Lines
July 10, 1935: Bell Aircraft incorporated
July 20, 1934: Present United Air Lines company formed
July 21, 1930: TWA born of TAT-WAE merger
July 22, 1940: AAA air pick-up service certificated

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
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July 1, 1937: Varney Air Transport becomes Continental Air Lines
July 10, 1935: Bell Aircraft incorporated
July 20, 1934: Present United Air Lines company formed
July 21, 1930: TWA born of TAT-WAE merger
July 22, 1940: AAA air pick-up service certificated

10 17 18 19 20 21 22

May 20, 1939: PAA flies first scheduled transatlantic air mail
May 23, 1923: Sabena founded
May 23, 1926: Nation's first airline passenger carried by WAL

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
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29	30	31				

Aug. 1, 1909: Glenn L. Martin Company formed
Aug. 1, 1925: Pratt & Whitney Aircraft founded
Aug. 1, 1945: Philippine Air Lines' first transpacific flight
Aug. 1, 1945: Scandinavian Airlines System formed
Aug. 9, 1929: Curtiss-Wright Corporation formed
Aug. 20, 1943: American starts transcontinental all-cargo runs
Aug. 25, 1939: TACA incorporated under laws of Panama

20 21 22 23 24 25 26

June 17, 1947: PAA announces first round-the-world service
June 21, 1932: Lockheed Aircraft formed
June 25, 1945: National Skyway Freight (Flying Tigers) formed
June 30, 1936: Mid-Continent Airlines incorporated

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
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Sep. 1, 1927: Nation's first air express carried by WAL
Sep. 4, 1934: National Airlines established
Sep. 12, 1930: First Piper Cub flown
Sep. 13, 1920: Panagra inaugurates service
Sep. 24, 1936: Pennsylvania-Central Airlines formed
Sep. 28, 1941: PAA starts first U.S.-Europe air express service

OCTOBER

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Oct. 1, 1926: Northwest Airlines (Northwest Airways) starts flights
Oct. 18, 1939: Republic Aviation formed
Oct. 28, 1927: Pan American Airways' first scheduled service

NOVEMBER

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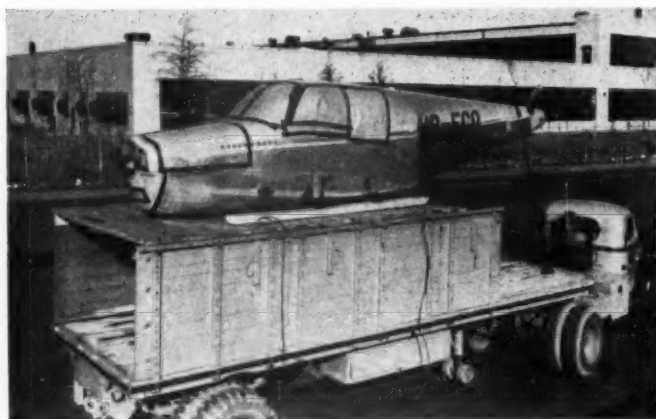
Nov. 3, 1930: Braniff Airways Incorporated
Nov. 4, 1938: Fairchild Engine & Airplane Incorporated
Nov. 10, 1945: American Export becomes American Overseas
Nov. 17, 1946: International Division, L.A.V. begins scheduled runs
Nov. 19, 1940: Northeast Airlines incorporated
Nov. 22, 1935: PAA flies first transpacific air mail

DECEMBER

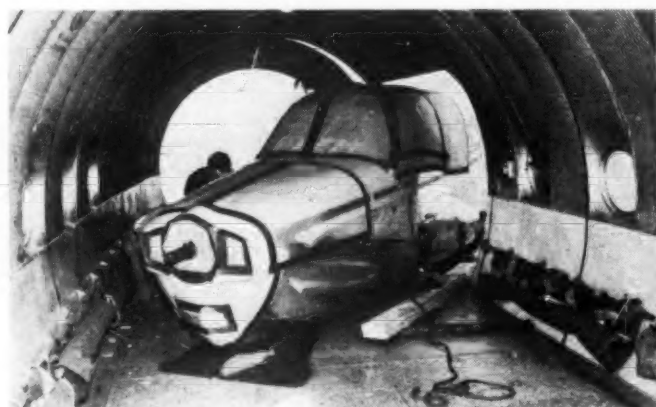
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Dec. 17, 1903: First flight of Kitty Hawk
Dec. 21, 1928: Douglas Aircraft Incorporated

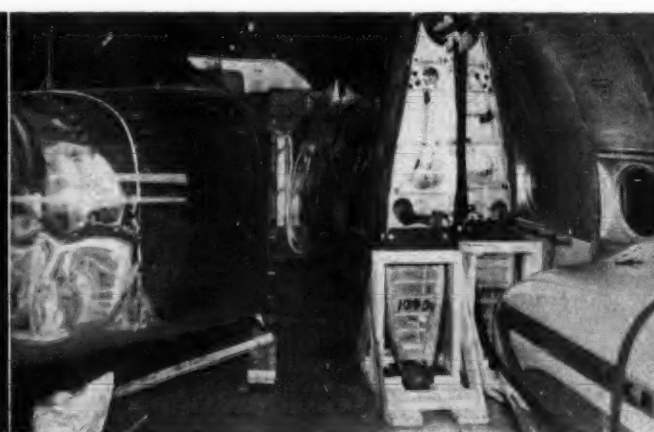
WHEN A PLANE IS SHIPPED BY PLANE



FERRIED from Wichita, Kansas, this Beech Bonanza (left), as well as a sister ship, arrived at Teterboro Airport, New Jersey, and was immediately taken into hand by the Bank Street Trucking and Coorporage Company, Inc., which prepared both aircraft for shipment as air cargo. Here is one of the Beechcraft, resting on skids 12 feet long, and bearing all the earmarks of a thorough packaging job, on the way to the plane which will take it all the way to Switzerland. On the field (right), the first of the two Bonanza fuselages is eased into a Seaboard and Western C-54. Note the specially built Bank Street truck which can back up to the four-engined cargo plane at door height.



INTERIOR VIEW of the plane (left) showing the Beechcraft making its entrance. Each of the two fuselages is 24 feet long and four feet wide. Net weight of each is 1,495 pounds and gross weight 1,700 pounds . . . And here's how the S&W C-54 looks (right) with both Bonanza fuselages in place. Height of the C-54, from floor to roof, is 82 inches. There's plenty of room for more cargo.



THE WINGS start coming aboard (left). The height of each wing, minus flaps is 72 inches; with flaps, 89 inches. Note how carefully the wing is carried . . . There they are—two complete Bonanzas, safely tucked away in the fuselage (right) of the big transport. This is the first time that two such planes have been loaded into one C-54. Orchids to Bank Street for a top-flight packaging job; to Seaboard and Western for a swift, safe flight; and to the American Express Company, which handled the forwarding.

FORUM FOR AIR CARGO-MINDED

(Continued from Page 18)

ganization, admitted under cross-examination that it had no physical assets, no equipment, no trucks, and at that time had executed contracts with but three truckers throughout the country to perform ground transportation for it. Under the scheme, all of the ground handling activities of the certificated airlines will be concentrated in this organization. The present trucking contracts of the scheduled air carriers are to be cancelled and new ones will be negotiated by ACI.

It is alleged that under this plan the public will be given a one-carrier responsibility. An analysis of the plan, however, reveals that this is not true. Actually the only change will be the elimination of competition between the airlines in their air freight services except as regards the airport to airport service. Curiously enough that is one aspect of the air freight service of the certificated airlines that has not been too harshly criticized. There was a procession of shipper witnesses in the Freight Forwarder Case, practically all of whom testified that their dissatisfaction with the existing air freight services sprang from the inability of the carriers to provide them with adequate

pickup and delivery service and the type of ground handling which they have received from REA and specialists in that form of activity. The record in that case bristles with complaints from shippers directed against the existing air freight services of the certificated airlines. It is only too apparent that the ACI plan will not tend to improve the situation.

In explaining the set-up to the CAB examiner, Mr. Glass admitted that under the proposed arrangement the shipper would have to call the airline for service, the airline would then have to call ACI for trucking service, and ACI would in turn have to call the drayman. It was later indicated that ACI would not be involved in such work-a-day details as the issuance of shipping contracts, but would merely sign a contract in the name of the air carrier as the agent of the air carrier and would not solicit any freight or assume any responsibility insofar as the public was concerned.

In the Freight Forwarder Case a great deal of stress was placed on the fact that under the ACI plan the public for the first time would have available a consolidated tariff of all of the cer-

tificated airlines put together under one cover. It was said that this tariff would provide all the information which any shipper needed to move freight by air to and from any certificated airline point in the entire nation. It was also said that no longer would an individual air carrier's tariffs have to be consulted, and that no longer would special rules, special rates, and special procedures of carriers participating in a through movement have to be examined individually.

Now all of this sounds very good, but unfortunately it does not reflect the true picture. The tariff in question contains 33 rules, 12 of which contain exceptions where some airlines offer one thing and others offer another. These exceptions relate to such important items as acceptable and non-acceptable shipments, liability assumed and not assumed, declared values, assembly and distribution, and other pertinent matters of that character. If this plan goes into effect, a shipper of air freight on the certificated airlines will constantly be required to consult the exceptions to the general rules in order to ascertain which carrier offers the type of service that his needs require. It is no exaggeration to say that any shipper utilizing this tariff would need the services of a skilled traffic manager in order to

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determine at competitive points which carrier it would be to his advantage to use.

When confronted with these practical considerations, the airlines' representatives attempted to minimize them by the explanation that some of the consolidated railroad freight tariffs also contain many exceptions. The airlines fail to remember that they are engaged in the speediest form of transportation, and one which by its very nature requires a streamlined tariff as well as a streamlined service. In connection with this tariff, I might also mention that at the time of the hearings it failed to show what the special charges are to be for pickup and delivery service on other than business days, or even at what hours pickup and delivery service is available. In addition to its other infirmities, it appears that at any time any of the carriers who have joined in it are free to have different rules published, and there is no compulsion whatsoever on the part of any carrier to maintain uniformity.

In addition to the defects of operating under such a tariff, which you may consider purely technical, the ACI plan contains a number of other disabilities, two or three of which I should like to call to attention. In connection with unrouted shipments at cities where ACI will have no terminal personnel, the truck driver will be required to consult the manager of the trucking company as to the best method of routing the shipment. It is also admitted that under the plan it is contemplated that routing will be done by competing airlines.

In the case of a shipment out of Chicago to New York, where a United airway bill had been issued by the trucker to the shipper, and upon the arrival of the shipment at the airport it was discovered that the best service to New York would be via American, it is said that it would be the responsibility of United to forward the shipment by American or to transfer this air cargo

to the most expeditious carrier.

Another practical instance of this character which evoked considerable amusement at the hearing concerned itself with the predicament of a consignee in New York who had experienced a delay in the arrival of an unrouted shipment from Chicago. In that case it was admitted that he would be unable to ascertain from ACI what airline was carrying it out of Chicago, and that he would have to contact all of the airlines operating competitively between Chicago and New York to get that information. The ATA witness finally had to laugh and say that if the consignee were smart he would call the shipper at Chicago for information. Of course, under the plan even the shipper might not know who was carrying the shipment.

It seems pretty clear that the certificated airlines themselves have considerable doubt as to their ability to carry out this haphazard project. At the final hearings in Washington in the Freight Forwarder Case, counsel for the ATA, after announcing the association's opposition to the freight forwarder applicants, stated:

"With reference to the Railway Express Agency, the association is of the view that the agency should not be certificated as an indirect air carrier either in its present service or in its proposed freight service. However, the existing temporary exemption should be continued for a relatively short time until the air freight services of the scheduled carriers can handle the traffic adequately to serve the public."

In their brief to the examiner in that case, the ATA attorneys continued their philanthropy, and stated:

"It will take further time for Air Cargo, Inc. to carry out its assignment. If REA's exemption were to be terminated before the proposed arrangements were completed, some confusion and perhaps some impairment of service to the public might result. To avoid that possibility, the airlines recommend

that REA's exemption be continued until such time as the change-over from the present separate air freight and express service to the single complete air cargo service set forth in this proceeding is completed."

United, Eastern, and TWA were equally generous. Now, in essence, what these apostles of speed are advocating is that air property transportation should stand still until the certificated airlines and ACI can catch up with it.

This whole affair has taken on the aspects of an experiment on the part of the ATA carrier to duplicate the far-flung facilities and services of REA and the 60-odd forwarders who are applicants in the Freight Forwarder Case. Ironically enough, this adventure is being entered into at a time when airline revenues are decreasing, when load factors are declining, and coincident with the onslaught of the airlines on the CAB for increased mail rates double and triple in some instances the existing rate structure, and as some of them are steadily moving toward the brink of bankruptcy and mergers. It also goes without saying that this experiment is to be done at public expense in the form of increased mail pay. If it were not for that fact one might be almost complacent about the situation and watch with detached amusement the inevitable result of this boyish endeavor.

You may be curious as to why the

AIR FREIGHT What in '48?

A complete record of the proceedings of the Aviation Section-Aviation Writers Association air freight forum, including the notable question-and-answer period, may be obtained for only \$1.00 from:

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Executive Secretary

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certificated airlines are now on record as opposed to REA with whom they have done business for so many years. Frankly, I can only guess as to the real reason. In the Air Freight Case, the non-certificated direct cargo carriers bitterly indicted the certificated airlines for neglecting the development of property transportation. In that case the only defense the certificated airlines could offer to that charge was the rather proud recital of the development of air express. Stuart G. Tipton, general counsel of the ATA, testified that the airlines parties to the Air Express Agreement were not merely silent or inactive partners in the air express business, but were active participants in the business, and the success of their efforts in cooperation with REA was evidenced by the volume of air express shipments moved during the life of the contract.

Mr. Tipton went on to say that under REA's agreements the shipments had increased steadily from 465,726 in 1936 to 2,146,650 in 1945. He then prophesied that a projection of the figures for the first eight months of 1946 to an annual basis would show a further increase to 2,798,835 for the full year. It is rather interesting to note that Mr. Tipton underestimated the volume of the business, for in 1946 REA carried 3,146,000 air express shipments as com-

pared with Mr. Tipton's projected figure.

Just a few months thereafter the ATA reversed its field and leveled a barrage of criticism against its long-suffering partner. It was rather hard put, however, to find any substantial basis for dissatisfaction, and in order to justify their opposition to REA, the certificated airlines were finally forced to resort to the old chestnut of railroad ownership. This question of rail ownership and rail influence is a lot of hogwash. The certificated airlines had a golden opportunity of presenting concrete evidence in the Forwarder Case as to this feature, but they failed to present any evidence of adverse influence simply because of the fact that it does not exist.

Mr. Glass was specifically asked by public counsel whether the railroad control of REA had tended to stifle the growth of air express in any way or to retard its development. In answer to that question he said he had no opinion either way on the subject. A number of other airline witnesses were unable to cite any instance of adverse rail influence, although they were challenged to do so. In dealing with the question of railroad ownership, public counsel in his brief to the examiner stated:

"Despite the assertions of the certificated carriers, there is nothing to indi-

cate that the railroad control of Railway Express Agency has up to the present time resulted in stifling the development of air express."

Railway express Agency pioneered the transportation of property by air. For over 20 years it has been engaged in the development of this business and by reason of its efforts the air express service has attained a prominent place in the transportation field. Its record in business speaks for itself.

Under the Air Express Agreement, the airlines and not REA fix the rates for air express. Consequently, the progress made by air express in the past year or two and the progress which is still being made is particularly significant in view of the fact that REA is now forced to compete with the air freight services of the certificated airlines over which traffic is handled at 20 cents and less per ton-mile compared with the basic rate of 61 cents per ton-mile for air express. As you know, both air freight and air express are carried by the certificated airlines on the same planes from airport to airport. In the face of such competitive conditions the continued development of air express is little short of phenomenal. Air express progress would have been infinitely greater had not the certificated airlines persistently and stubbornly refused to allow REA to reduce the rates.



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In the Freight Forwarder Case a procession of shipper witnesses bitterly criticized the inadequacy of the existing air freight services and attested to the fact that they desired the rendition of an air service in which the speed gained in the air was not consumed by faulty or inadequate ground service. Many municipal and civic organizations enthusiastically endorsed the applications of REA and the freight forwarders. In support of their contention, the certificated airlines produced only one solitary shipper witness who stated that the service performed by the certificated airlines was an airport-to-airport service. He stated that he delivered his shipments to the airport of origin and made arrangements for their delivery at the destination airport. It is significant to note that this witness, in response to a question asked by the attorney for the certificated airlines, stated that "in some cases the present air express rate is cheaper including the pickup than the air freight rate without it."

In addition to the support which it received from shipper witnesses and others, the non-certificated cargo carriers heartily endorsed the applications of REA and indicated an intense desire on their part to do business with it. These carriers, as you know, have handled far more air freight than the certificated airlines. The ATA carriers are opposed to the granting of any authority which will enable REA to do business with these carriers despite the fact that they can not carry all the property which we have been able to generate. No one questions the right of the certificated airlines to decline to do business with REA. However, they should not be permitted to dictate as to whether or not the non-certificated cargo carriers and REA should do business with each other.

It seems crystal clear from the record now before the CAB that the opposition of the ATA carriers to REA is predicated entirely upon the fear of the competition which they believe the car-

WHAT PART SHALL FREIGHT FORWARDERS HAVE IN THE DEVELOPMENT OF THE AIR FREIGHT INDUSTRY?

(Continued from Page 22)

main free of control by other common carriers.

The writer is not entirely convinced that adequately regulated and controlled freight forwarders owned by other common carriers would not provide a good non-discriminatory service. This would be particularly true where sufficient competition was available between freight forwarders themselves to prevent any monopolistic practices by the controlling carrier, which would force use of a particular type of carrier by its subsidiary forwarder without regard to the type of carriage which might be the most efficient for the purpose in hand.

In permitting control of freight forwarders by other common carriers under the Freight Forwarders Act of 1942, Congress apparently felt that it was providing adequate safeguards

go carriers will be able to offer if they have available to them the services of REA and the freight forwarders. The certificated carriers have led a pampered existence for the last 20 years with respect to the carriage of property by air. They should now be required to compete with other carriers in a free field of unrestricted competition. It is only by means of this type of enterprise that air property transportation will reach its full growth. The non-certificated cargo carriers, REA, and the freight forwarders have indicated their willingness to do business on that basis. The public has voiced its desire for a better air freight service than the certificated airlines have thus far provided. It is now up to the CAB to determine whether these considerations of public interest or the monopolistic desires of the certificated airlines are to be paramount.

against monopolistic practices by first not requiring the proof of the public convenience and necessity as a prerequisite to the issuance of a permit to operate, and secondly making it "unlawful for any common carrier subject to Parts I, II, or III of the Interstate Commerce Act to give any undue or unreasonable preference or advantage to any freight forwarder, whether or not such freight forwarder is controlled by such carrier, to any undue or unreasonable prejudice or disadvantage."

III. CONCLUSION

With the great wealth of information which will be available to the Civil Aeronautics Board concerning forwarding operations, and the broad powers under which it functions, the Board is in a well-fortified position to take what action it deems to be wise in bringing the freight forwarder into the air transport field.

The forwarder has won for himself a place in the great and efficient surface transportation system of this country and he can be extremely useful in bringing air transportation into its proper sphere in our economic life, if permitted to do so under proper and wise regulations.

SHORT TAKE-OFFS

The Glenn L. Martin Company reports that because the Model 202 in actual airline operation has proved itself capable of meeting fully the needs of airlines, it has terminated its project to build the Model 303. All test work on the 303 has been halted, and inventories of parts and materials on hand will be liquidated.

The corporate name of Edo Aircraft Corporation has been changed to Edo Corporation. Edo has widened its activity in non-aeronautical lines.

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IT'S AN WORLD

REG. U. S. PAT. OFF.

By L. A. GOLDSMITH

AVIATION was given the green light at the National Foreign Trade Convention meeting in St. Louis last October. The tremendous importance of travel and transportation in relation to world trade development got a big hand. Aviation came in for its full share of recognition to a far greater extent than ever before at this regular annual meeting of top-drawer foreign trade executives.

Our Greatest Import was the title of the speech dealing with the importance of travel in our world trade. It was delivered by Earl E. Emerson, president of the Armco International Corporation of Middletown, Ohio. This speech was of the greatest importance to the aviation industry.

Air cargo might be considered in some circumstances as the most important factor in the development of air transportation abroad, but in the potential of economic value to the United States in its world trade growth, and for the future profits of the aviation industry, it is travel that adds up to our greatest import, so vitally important to our international balance of payments—especially today when the dollar shortage is so acute.

Anyone reading this column during the last few years will know that the value of the travel factor in our world trade has been stressed by the writer over and over again. Last December I brought out a number of facts and figures to point up this very question. At that time, it was estimated that our foreign travel expenditures would reach approximately $1\frac{1}{2}$ billion dollars annually by 1950. In addition, it was thought possible that another billion dollars might be spent abroad by American citizens as actual consumer purchases in foreign countries.

Mr. Emerson's talk does not deal with aviation *per se*, but its implications are so vital to aviation that I suggest that it would be of advantage to interested parties to get a copy of the address. It was shown by Emerson that in the 1936-39 period, United States travel abroad mounted to the total figure of \$1,238,000,000, while for the same period the total value of our largest merchandise imports (coffee, cocoa, tea, rubber and rubber manufactures) was only \$776,000,000. Furthermore, these travel figures do not include the dollars spent for ocean fares and other expenses on foreign ships. In 1937 this latter expenditure amounted to nearly \$100,000,000.

Another point brought out in the Emerson speech was that an approximate total of eight billion dollars were spent in United States travel imports during the 20 years preceding 1940.

This yearly average of \$400,000,000 for the period is also commented upon by the American Express Company in comparing leading merchandise imports for the same two decades. Sugar leads the list with \$225,000,000 for the yearly average; coffee, \$200,000,000; rubber was slightly under \$190,000,000; and copper and tin together, \$140,000,000.

The American Express Company recently issued an interesting report on the subject of travel abroad which is also worthwhile

for study by the aviation industry. Ralph T. Reed, president of the company, makes a forecast on travel abroad during the next decade. This is based on past comparisons of American earnings and production. He predicts a possibility of travel expenditures by United States citizens abroad of \$14,000,000,000 during the next decade or an average of \$1,400,000,000 yearly—which indicates an increase of a billion a year as compared with the 20 years before 1940.

Another interesting tidbit pointed out by American Express is that during the first six months of 1947, 80,108 persons crossed the Atlantic by air. Reed emphasizes, as does Emerson, that travel and tourism by American citizens in foreign countries, is the most important means by which foreign nations can earn the most dollars.

In his quite exhaustive analysis of the possibilities of making travel ever more important in our world trade picture as our greatest import, Emerson lists seven factors which in his opinion "influence foreign travel volume and its value." These are:

- Travel facilities—ships, planes, hotels, travel agencies
- Travel regulations, passports, visas.
- Time for foreign travel
- Funds for foreign travel
- Purchases on foreign travel (HR-4368)*
- Government Embargoes on travel
- World conditions — general unrest (The Cold War)

Item Three—time for foreign travel—is of extreme importance to the aviation industry, and Emerson gave this full play when he said:

"This factor is constantly being improved by the amazing progress of our airline companies. It is now possible within the limits of a two-week vacation to make a worthwhile visit to Paris or to London or to Rio or to Buenos Aires or for that matter to a South Sea Isle. This is a new element of greatest value in increasing imports in the years to come."

The factor of Time—stepped-up travel possibilities—is perhaps the most important phase in this vital aspect of travel in relation to world trade balance and promotion. The time element, coupled with lowered costs for transportation, enlarges the total potential of increased American travel abroad. The impact of this added potential on the delopment or even the maintenance of our exports will be incalculable, because of its practical application in building up ever increasing dollar exchange. True, this major import of travel in banking parlance is classified as "invisible"; but though travel may be considered as "intangible" and invisible to the naked eye, it is quite visible and equally tangible in eliminating red ink from the ledgers of our International Balance of Payments.

* HR-4368—Special bill now pending before Congress to permit entry of an increased amount of duty-free personal purchases made abroad, the increase to be from the present \$100 duty-free limit up to \$500, or possibly to \$1,000. The Treasury Department has expressed itself as being willing to increase the limit to \$1,000 per traveler.

TALEWINDS

(Continued from Page 26)

reason for doing so is simply the airline's inability to pay for what they want."

A junior executive, who reached maturity with one of the more successful non-scheduled lines, said in part: "Whoever wrote this bit of hogwash needs about two years with any airline . . . as a junior clerk or passenger or ticket agent."

Both of these young men started in aviation with salaries of less than \$100 a month, and held out for two to four years.

Lest it be thought that these reactions are only from disgruntled, impetuous young men, here are the comments of a former district traffic manager for one of the larger airlines serving the New York area. Now a successful executive in his own right he feels that "no reasonably intelligent man of executive calibre expects to be advanced in six months from \$150 to \$1,500 a month and such comment is ridiculous."

He points out that our friend suffers from that chronic airline mistake in that believing competent men would prefer to work for an airline for \$200 a month than for \$500 or so a month in a job of similar capacity in another industry.

Actually the public statements of our executive friend, when viewed from an industry-wide vantage point, were the worst possible examples of public relations. Obviously he felt bitter about the admitted frequent turnover in the ranks of reservation agents, cargo handlers, etc. But those in the real proving grounds for junior executives—the rank and file salesmen—do not deserve this kind of open contempt. It is the result of this type of executive thinking that a short time ago forced the voluntary resignations of the New York sales staff of a certain airline—including the sales manager. Management in that instance wanted top notch "junior executive" calibre sales reps, but attempted to fashion them into "pick-up and delivery" boys with little regard for the constructive ideas they fathered as gleaned from public criticism. In examples of that nature money is of secondary consideration.

We'd like to think, and we don't believe we're far from wrong, that these two instances are the exceptions. One of the biggest things that has occurred in industry organization is Eddie Rickenbacker's policy of establishing junior boards where constructive criticism can be given and taken on matters operational, financial, and sales-wise.

Transportation Bills

Consolidation of Federal activities concerned with land, water and air transportation under a new administrative department has been proposed in the House and Senate. The identical bills, sponsored by Representative Karl Stefan and Senator Homer E. Capehart, would establish a department of transportation under a secretary who would be a member of the Cabinet. Only the Railroad Retirement Board, the National Mediation Board, the governmentally owned Alaska Railroad and the Panama Canal would be left out of the proposed merger.

Equipment Cancellations

It has been reported that almost \$100,000,000 in new equipment orders were cancelled by the domestic airlines last year.



Sigmund Janas, Jr.



Roger Lewis



Richard H. Depew, Jr.



William V. McTaggart



Howard E. Willard



Samuel A. Wells



★ EXECUTIVE ★

SIGMUND JANAS, JR., formerly assistant to the president of Colonial Airlines elected vice president of the line. He joined Colonial in 1939 as a reservations clerk, and during 1942-45 served with the Air Transport Command.

GEORGE R. COREY, JR., appointed vice president-sales of American Airlines de Mexico. He joined American eight years ago.

B. R. J. "FISH" HASSELL, named vice president and airport manager of the Iceland Airport Corporation, an American Overseas Airlines affiliate which operates Keflavik Airport in Iceland. A pilot since 1913, he served as a colonel in the last war.

A. L. RIGGS, former sales manager of the Waco Aircraft Company, now vice president-general manager of Brown Airport Sales and Service, Inc., Tulsa.

WILLIAM H. LYONS and **DR. ROBERT W. BRADBURY**, appointed by Pan American World Airways to the respective posts of district manager of the Iberian Peninsula and Africa, and special executive representative for the Latin American Division.

L. PAUL AHLERS, promoted to the post of assistant to the general manager of

the Ranger Aircraft Engines Division, Fairchild Engine and Airplane Corporation. He has been with the division since 1940.

★ ADVERTISING ★
★ PUBLIC RELATIONS ★

PAUL PRICE, named public relations and advertising director for National Flight System.

HARRY B. KAHN, JR., recently appointed assistant to the director of public relations of Braniff International Airways.

★ SALES ★
★ TRAFFIC ★

ROGER LEWIS, appointed sales manager of Canadair, Ltd. He was formerly assistant general sales manager of Lockheed Aircraft.

ROBERT ENGLAND, formerly NWA district traffic manager in Seattle, now serving as traffic and sales manager for West Coast Airlines.

RICHARD H. DEPEW, JR., named director of domestic sales for the Frank Ambrose Aviation Company. He has been a pilot since 1911 and is the inventor of several aviation devices.

S. G. NORDLINGER, named by the Ranger Aircraft Engines Division, Fair-

child Engine and Airplane Corporation, to the position of director of sales. He was chief engineer of the India-China division of the ATC.

HENRY W. BEARDSLEY, appointed district traffic manager of American Overseas Airlines for Sweden; and **HARRY W. DALGAARD**, who has left the latter position for a similar one in Norway.

E. SPENCER GARRETT, named district sales manager of PAA's Miami district sales office. He has been with the airline since 1937.

GEORGE F. JORDAN, formerly field and traffic manager for Eastern Air Lines in Evansville, Indiana, appointed traffic and sales manager in Indianapolis.

THOMAS C. BLANCHARD, named district sales and traffic manager at Las Vegas for United Air Lines.

EARL KIMMEL, now serving as division traffic manager of the Inland Division of Western Air Lines.

LEONARD J. ROWLEY, appointed traffic manager for Pacific Airmotive Corporation. He comes to PAC from Douglas Aircraft.

★ CARGO ★

WILLIAM VINCENT McTAGGART, formerly of TACA and recently assistant to the vice president of Air Express International, appointed director of cargo sales for Colonial Airlines. He is a vice president of the Aviation Section, New York Board of Trade.

HOWARD E. WILLARD, recently named air cargo sales manager for Panagra. He was formerly associated with American Airlines and Capital Airlines.

★ OPERATIONS ★

CAPTAIN HORACE BROCK, appointed division manager of PAA's Atlantic sector. He will be in charge of all operations extending to Europe, Africa, the Near East, and India. Brock joined the airline in 1936.



Alexander G. Harris



H. Joseph Thomas



L. Deen Schwartz



Edwin S. Byrd, Jr.



J. R. Handley



Horace Brock

WORLD-WIDE

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1947 INDEX

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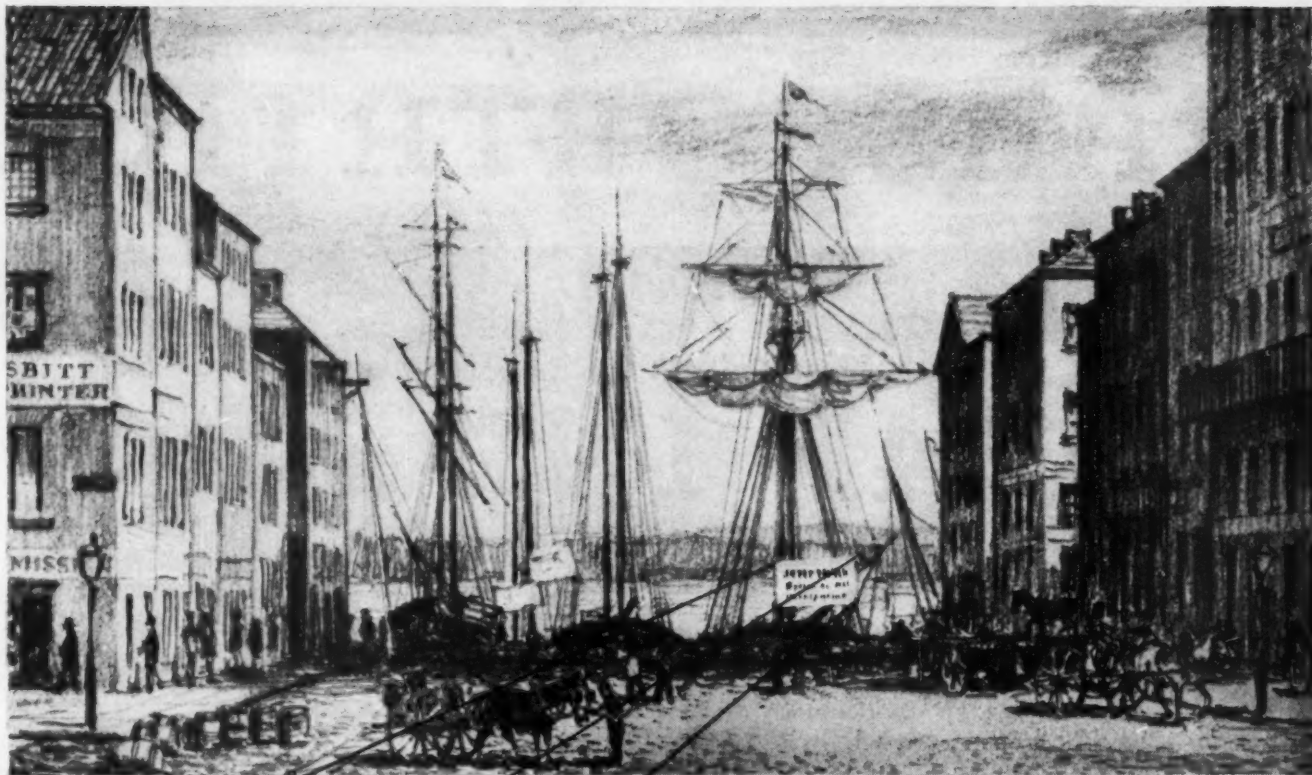
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Ports and/or Places



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AIR CARGO EXCHANGE, LTD.—Charter member, Eastern chapter AFFA, Mar. 29.

AIR CARGO FORWARDING AGENCY—AFFA charter member, Mar. 29.

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AIR CLEARANCE ASSN.—At AOA meeting, Feb. 38.

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AIR FREIGHT IS UNDER-PRO-MOTED—By Bernard Estes, June, 36.

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"AIR TRANSPORTATION & WORLD TRADE WEEK"—By W. Averell Harriman, May, 7.

AIRBORNE ELECTRONICS SERVICE—Organized, Oct. 38.

AIRBORNE FLOWER TRAFFIC, INC.—In AFTS, Dec. 40.

AIR-CON, INC.—AFFA charter member, Mar. 29.

AIRCRAFT INDUSTRIES ASSN. OF AMERICA—1946 report, Jan. 9.

AIRCRAFT PRODUCTION—Personal transport planes (1945-46), Jan. 9.

"AIRDOM"—By Richard Malkin, May, 45; June, 31.

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AIRFREIGHT FORWARDERS "GO TO TOWN"—July, 20.

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ALASKA AIRLINES—Photo, cargo shipment, Jan. 27. 1946 fiscal report, Apr. 20. Files complete farm, photo, Aug. 28. Contract with Boeing, Oct. 5.

ALASKA COASTAL AIRLINES—New routes, Oct. 84.

ALBRECHT, G. D.—On airport specialization, Feb. 16.

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ALCORTA, JULIO—Heads line, Oct. 86.

ALISON, JOHN R.—New post, group photo, Sep. 37.

ALL-AIR FREIGHT, INC.—Charter member, AFFA Eastern chapter, Mar. 29. Photo, cargo shipment, Nov. 24.

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ALLEN, WILLIAM M.—Before Air Policy Comm., Nov. 5.

ALLIED AIRLOAD CO.—In AFTS, Dec. 40.

ALLIED AIRLOAD SERVICE CO.—In AFTS, Dec. 40.

ALLING, JOHN—New post, Nov. 30.

ALLTRANSPO, INC.—At AOA meeting, Feb. 38.

ALPAR AIR TRANSPORT—Merged into Swissair, Sep. 24.

ALTSCHUL, SELIG—Opens office, Apr. 25.

AMBASSADOR AIRSPEED—Test flight, Sep. 24.

AMBROSE, WILLIAM M.—New post, blog, photo, Apr. 36.

AMER IND, INC.—Use of air transportation, Oct. 78.

AMERICAN AIRLINES—See AA.

AMERICAN AIRLINES DE MEXICO—Safety award, Nov. 28.

AMERICAN HELICOPTER SOCIETY—3rd annual forum, Mar. 24.

AMERICAN INTERNATIONAL AIRWAYS—Grounded, Dec. 31.

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AMERICAN PRESIDENT LINES—Worldwide sea-air service with NWA planned, Sep. 26.

AMERICAN ROAD BUILDERS ASSN.—Airports meeting planned, Jan. 34.

AMERICAN SHIPPING CO.—At AOA meeting, Feb. 38.

AMERICAN TRUCKING ASSN.—Agrees with ACI on cartage contract, June, 34.

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AMES, ROBERT H.—New post, blog, photo, Jan. 40.

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ANDERSON AIR ACTIVITIES—Awaiting CAB action, June, 38.

ANDERSON, M. E.—New post, Mar. 35.

ANDERSON, MEL—Letter, Apr. 5.

ANDERSON, M. L.—New post, photo, Sep. 36.

ANDERSON, R. E.—AES post, Oct. 88.

ANIMALS, AIRBORNE—Sawdust in the Sky, Jan. 12. Photo, cattle loading, Feb. 29. (Various animal photos appear in Jan. 12, 13; June, 37; Nov. 21; Dec. 5.) Cattle flown to Italy, July, 39. PAL cargo, Aug. 18; horses flown from Arg. to N.Y., 26; complete farm flown, photo, 28. Bristol loading ramp for horses, Sep. 24; record cattle flight, 35. Hangar Chatter, Dec. 5; P.S.—The Trip Was Fine, 14; EAL shipment, 41.

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ATC—Pacific Division's '46 record with C-54s, May, 5. *Postwar Army Airline*, June, 14; passenger, cargo photos, 14, 15, 16; statistics, 14, 15, 16. Flying Tiger contract extended, Oct. 86.

ATLANTIC FORWARDING CO.—At AOA meeting, Feb. 38.

AULT, BERTRAM—*What Air Freight Carriers Can Expect from N.Y.'s Glamour Industry*, Part II, Jan. 16. (Part III, Feb. 33; IV, Mar. 20; V, Apr. 15; VI, May, 15; VII, June, 7.)

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AUTOGRO CO. OF AMERICA—Licensing deal, Aug. 34.

AVCO MFG. CORP.—New name, Apr. 34. Convair deal, Oct. 88.

AVIANCA—Sched. flights to U.S., Mar. 24.

AVIATION CORP.—Change of name asked, Mar. 24. '46 fiscal report, Apr. 20. Name changed, Apr. 34. (See **AVCO MFG. CORP.**)

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AVIATION WRITERS ASSN.—Air freight forum, Dec. 40.

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BACKMAN, ROY—New post, photo, Nov. 40.

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BAKER, JOHN F.—On air commerce future, photo, Oct. 44; heads Dept., blog, 53.

BAKER, WARREN L.—On forum committee, Dec. 41.

BALAIR AIR TRAFFIC CORP.—Cited in Swissair story, Nov. 18.

BALDWIN, HOWARD C.—New post, Nov. 36.

BALDWIN, JOHN—Pilots Vampire in test, Mar. 24.

BALL, T. P.—New post, group photo, July 37.

BALLEW, DE WITT, JR.—Cited in *Talewinds*, Aug. 31.

BALTIMORE & OHIO RAILROAD—Testifies in forwarder case, Mar. 29.

BALTIMORE ASSN. OF COMMERCE—Testifies in forwarder case, Mar. 29.

BARNES AIRCRAFT—Grounded, Dec. 31.

BARR, JOSEPH M.—New post, Aug. 34.

BARR SHIPPING CO.—At AOA meeting, Feb. 38.

BARRIE, ALLAN A.—New post, photo, Nov. 40.

BARRIER REEF AIRWAYS—Organized, Dec. 18.

BARRY, FRANK—On airborne pharmaceuticals, Oct. 32.

BARTEL, TOM H.—Blog, July, 22.

BARTOL, JOHN H.—New post, July, 41.

BASEY, ELMER—New post, Sep. 37.

BASSETT, HULBERT D.—On forum committee, Dec. 41.

BATEMAN, DONALD E.—New post, Mar. 35.

BATES, TOD—Heads 2nd Natl Aircraft Show, Mar. 32.

BAUMAN, EDGAR H.—Quoted, Sep. 5. *The NATS Way*, Nov. 20.

BAUMANN AIRCRAFT CO.—*Brigadier 250* description, photo, Sep. 38.

BEA—Acquires 4 lines, Apr. 25. Joint participation in Aero Helias, June, 44. London-Brussels-Prague svce, Sep. 24. Instituting radar system, Dec. 18; some flight restrictions lifted, 18.

BEARD, CHARLES E.—New post, photo, Feb. 45.

BECK, NEILSEN F.—IATA post, Dec. 33.

BECK, THOMAS H.—Impressions on world flight, group photo, Oct. 20.

BEECH AIRCRAFT—India, Turkey buy planes, Jan. 35. Cover design, May. *And Here's the Model 34 Beechcraft!* Photos, June, 18; export sales, 34. Sep record, Nov. 5. *Twin-Quad* photo, Dec. 41.

BEHR, KENNETH—Group photo, Feb. 39.

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BEITEL, ALBERT F.—At AFA meeting, group photo, July, 20.

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BELLANCA AIRCRAFT—Feb exports, Apr. 31.

BENDIX AVIATION—GCA booklet, Sep. 38. Acquires Skinner Purifiers, Nov. 30.

BENDIX HELICOPTER—Model K photo, July, 30.

BENNETT, JESS B.—New post, blog, photo, July, 41.

BERLIN, DON R.—New post, blog, photo, Mar. 35.

BERN, EDWARD G.—Cited in PIA story, Oct. 82.

BERNACKI, PETER A.—AFTS officer, group photo, Dec. 40.

BERNACKI & CO., PETER A.—Forwarder case testimony, Mar. 29; charter member, Eastern chapter, AFA, 29. AFA officer, group photo, July, 20. Record cattle shipment, Sep. 35. *P.S.—The Trip was Fine*, Dec. 14; in AFTS, group photo, 40.

BERNSTEIN, JACK I.—New post, Feb. 46.

BETTS, FREDERICK G.—New post, photo, Feb. 45; Aug. 32.

BLACKBURN, H. F.—New post, Feb. 46.

BLAKE, NORMAN P.—Medal, Sep. 37.

BLOOM, GERALD—With *Aeroutes*, photo, Feb. 46.

BOAC—Flying new seaplanes, Feb. 32. Through bookings to European capitals, Apr. 29; survey of transatlantic services, 30; 6th in transatlantic flying, 31. Speed mark, May, 38. New transatlantic cargo tariff, Aug. 26. London-Lagos svce, renews GCA deal at Gander, COD freight svce, Sep. 25. New U. K. Ceylon svce, Oct. 83. London-Karachi svce speeded, Nov. 27.

BOEING AIRCRAFT—Suspends Model 417 project, Jan. 35; photo of dedicating of 1st *Stratofreighter*, 37. L-15A photo, description, Feb. 46. 1st Army *Stratofreighter* takes off, Apr. 25. YL-15 order, July, 5. *Stratocruiser* flight-tested, photo, Aug. 31. Photo, cargo for *Stratofreighter*, Sep. 16. Contract with Alaska Airlines, Oct. 5. Allen testimony before Air Policy Comm. Nov. 5.

BOGART, D. L.—Photo, Sep. 36; new post, 37.

BOGIE, M.—Cited in story, June, 42.

BOHRER, M.—New post, May, 54.

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BOOCHEVER, GEORGE—*Legal Notes*, Jan. 32; Mar. 32; Apr. 37.

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BOSSART, HERMAN E.—On Italy-U. S. air trade, May, 42.

BOURNE, GRANVILLE B.—New post, Jan. 40.

BOVIER, ALFRED J.—With Cal Eastern, Aug. 18.

BOWEN, HARRY A.—Group photo, July, 20. AFA post, blog, Aug. 30.

BOYD, ALBERT—World speed mark, July, 5.

BOYLE, JAMES W.—Speaks on air cargo, Apr. 33; new post, 36.

BRABANT, P.—IATA post, Dec. 33.

BRACK, REGINALD—New post, photo, Sep. 36.

BRADFORD, P. W.—New post, Feb. 45.

BRADLEY FIELD—Selected by PIA, Mar. 16.

BRADLEY, PALMER—Group photo, Feb. 37. On TWA management comm. Mar. 31.

BRAMUGLIA, JUAN A.—Signs U.S.-Arg. pact, June, 43.

BRANIFF INTERNATIONAL AIRWAYS—Long-term bank loan, Apr. 20. Contract cargo flights to Latin America, June, 34; safety award, 39. Passenger reservation deal with MCA, CAL, July, 41. Asks rehearing on route to N. Y., Sep. 34. Import, export activities, photo, Oct. 35; 1st DC-6 delivered, 88. S.A. certificate hit by Panagra, Nov. 33; air mail report, 35.

BRANIFF, T. E.—Calls for increased passenger fares, mail pay, Nov. 30.

BRAZIL—Purchases of U. S. aero products in '46, Apr. 26; ratifies ICAO, 29. Requirements for U. S. shippers, May, 50.

BREDA-ZAPPATA—Building BZ-309, Sep. 24.

BRENNAN, JUSTIN F.—Group photo, Feb. 38. New post, blog, photo, July, 41.

BREWSTER, OWEN—Would merge U. S. overseas airlines into single govt-subsidized company, Apr. 25. Reveals CAPC setup, Nov. 37.

BREYER, OTTO—IATA post, Dec. 33.

BRIAND, RENE—IATA reelection, Dec. 18.

BRIGADIER 250—Description photo, Sep. 38.

BRINKLEY, R. P.—New post, Mar. 35.

BRISTOL AEROPLANE CO.—*Freighter* photo, Feb. 22. *Freighter* returns from Middle East photo, July, 36. Designs landing ramp for horses, Sep. 24. Photo, horsecar version of *Freighter*, Nov. 30.

BRISTOL BAY AIR SERVICE—Merged, Sep. 31.

BRITAIN—See **GREAT BRITAIN**

BRITISH EUROPEAN AIRWAYS CORP.—See **BEA**

BRITISH INTERNATIONAL AIR LINES—Takes over BWIA, Dec. 18.

BRITISH OVERSEAS AIRWAYS CORP.—See **BOAC**

BRITISH SOUTH AMERICAN AIRWAYS—Serving Sao Paulo weekly, Oct. 83. Movies b planes, Nov. 27.

BRITISH WEST INDIAN AIRWAYS—See **BWIA**

BRITTON, COL. L. H.—*What Air Freight Carriers Can Expect from N. Y.'s Glamour Industry*, Part II, Jan. 16. (Part III, Feb. 33; IV, Mar. 20; V, Apr. 15; VI, May, 15; VII, June, 7.) Heads IAA, photo, blog, Apr. 34. At AFA meeting, group photo, July, 20.

BRODY, SIDNEY F.—New post, photo, Nov. 40.

BROMAN, OLGA—New post, Apr. 36. ALTC post, Nov. 41.

BROOKLYN TECHNICAL HIGH SCHOOL—Aeronautics course, June, 5.

BROOKS, RICHARD D.—AFA officer, Mar. 29. Group photo, July, 20; blog, 22. New post, Sep. 35. Heads terminal, Dec. 26.

BRUNING AVIATION—Cattle flown to Italy, July, 39.

BRYAN, OTIS F.—Group photo, Feb. 37. New post, photo, Mar. 35. New post, Nov. 40.

BUCKMAN, ORVAL R.—With Rapid, Jan. 33.

BUDD, JOHN F.—*Don't Sell Aviation Short*, Jan. 22; addresses traffic group, 38. Re Nat'l Aviation Week, Feb. 23; addresses forwarders, group photos, Mar. 28. Delivers keynote at Int'l Air Cargo Forum, May, 19; group photo, ALTC, 52. *Half a Loaf Again*, June, 19; group photo, 49. Retires as AS head, Aug. 33. Broadcast quoted, Sep. 21. Forum planner, Dec. 41.

BUDD, JOHN F. JR.—*Talewinds*, Feb. 41; Mar. 33; Apr. 32; May, 52; June, 33; Aug. 31; Sep. 37; Nov. 39.

"BUILD IMPORT-EXPORT AIR CARGO"—By L. C. Cmdr. Langdon P. Marvin, Jr., Aug. 18.

BULLOCK, L. C.—AES post, Oct. 86.

BULLOCK, GORDON—ALTC post, Mar. 36. Speaks at forum, Mar. 10; group photo, 52.

BULLWINKEL, R. O.—Slew APL-NWA agreement, Sep. 18. Explains NWA allphone system, Oct. 89. IATA post, Dec. 33.

BURKE, ROBERT A.—Group photo, July, 20.

BURMA NATIONAL AIRWAYS—Organized, Mar. 38.

BURTON, JOSEPH J.—Group photo, Feb. 38.

BUSH, ROBERT G., JR.—New post, Mar. 35.

BUTTENHEIM, A. W.—On Colombia-U.S. air trade, May, 42.

BUTTON, AL—Group photo, Apr. 12.

BWIA—Taken over by BIAL, Dec. 18.

"BY AIR EVERYWHERE"—Oct. 32.

BYRNES & CO., W. J.—At AOA meeting, Feb. 38.

BZ-309—Being built, Sep. 24.

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C-46—See **COMMANDO**.

C-54—See **SKYMASTER**.

C-82—See **PACKET**.

C-97—See **STRATOCRUISER**.

C-119—See **PACKET**.

C & S—5% brokerage to forwarders, Jan. 37; cargo interchange

pact, 37; Jan-Oct report, 42. To serve Montego Bay, Feb. 32. Safety award, June, 39. Cuts midweek fares, July, 37. Havana air cruise, Sep. 28. Import, export activities, photo, Oct. 35; Air France agreement, 89.
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 CAA—60 stations to be discontinued, Jan. 33. Traffic training for young Filipinos, Mar. 37. Cooperates in Air Transportation Institute, Apr. 25. Swivel wheel tests, Sep. 34. Takes over airport facilities at Midway, Guam, Wake, Nov. 39.
 CAB—To hear sea-air cases individually, Apr. 27. Section 292.1 revised, May, 29; Section 292.5 set up, 34. Criticized for lack of speed in recognizing forwarders, June, 19; denies C.Z. routes to 3 lines, 35; okays PAA-Fanagra agreement, 35; schedule of hearings, 35; okays Air Commuting, 39. PAA mail pay, Sep. 32; calendar of hearings, Sep. 34; Braniff asks rehearing, 34; Pioneer mail pay, 34; traffic rules revised, 34. PAA Alaska mail pay, Oct. 74; Juanau mail routes, 84; CA certification amended, 84; AAA application denied, 84. Grounds 42 nonskeds, Nov. 4; reemphasizes position on sea-air, 4; reasons for suspension of some letters of registration, 30; Young resigns, 36; permit to CNAC, amends TACA permit, 37; Great Lakes decision, 38; permit to Aerovias Brasil, 38; Woodley certificate to PNA, 38; reinstates 19 grounded nonskeds, Dec. 4; turns down Waterman, 42; permit to Swiss-air, 42.
 CAFFEY, THOMAS W.—IATA post, Jan. 35.
 CAL—Cargo interchange pact, Jan. 37. Testifies in forwarder case, Mar. 29. 1946 report, Apr. 20. Safety award, June, 38. Passenger reservations deal with Braniff, July, 41. Air freight progress, July, 41. Freight progress, Oct. 36; telethrift service anniv. 80; Jan-June cargo record, 80.
 CALASIA AIR TRANSPORT—Grounded, Dec. 31.
 CALDWELL & CO.—At AOA meeting, Feb. 38.
 CALIFORNIA—Table showing estimated yearly potential volume of women's apparel available for air carriage between N.Y. and Bay Area and Florida, May, 16; table showing derivation of total flow of selected women's apparel from N.Y. to Frisco-Oakland area and Miami, 18. Southern Calif. called most aviation-minded, Nov. 30.
 CALIFORNIA EASTERN AIRWAYS—Cargo record, Jan. 32. Freight report, Apr. 14. Board increased, June, 48. Statistics re let yr of operation, July, 39. Cleveland office opened, personnel, Aug. 18; supports REA, forwarders, 29. Cited by Schroff, Cunningham, Sept. 22. Import, export activities, photo, Oct. 36, 37; incentive rates, 86; Slick merger rumor, 86. Statistics, Nov. 29. Merger with Slick falls through, Dec. 32; O'Brien resigns, 32; new DC-4, 32.
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 CALKINS, LEONARD—New post, Nov. 30.
 CALLINGS, JOHN A.—On TWA management committee, Mar. 31.
 CALTA, LOUIS—New post, Aug. 33.
 CAMPBELL, STEWART M.—New post, Jan. 40.
 CAMPBELL-ORDE, A. C.—IATA post, Dec. 33.
 CANADA—Purchases of U.S. aero products in '46, Apr. 26; ratifies ICAO, 29.
 CANADAIR, INC.—Organized, Feb. 42.
 CANADIAN PACIFIC AIRLINES—See CPA.
 CANCELO AIRCRAFT—In Canada it's the Loadmaster, photos, Oct. 18.
 CANHAM, ERWIN D.—Impressions of world flight, group photo, Oct. 20.
 CAPEHART, HOMER E.—CAPC posts, Nov. 37.
 CAPITAL AIRLINES—Dec. ('46) freight record, Feb. 40; new-type cargo svce, 44. New insignia, Mar. 24. Certificate amended in Cincinnati-N.Y. case, July, 10. Shipment of oysters cited, Sep. 14; women's wear flights, 27. Import, export activities, photo, Oct. 35. New president, Nov. 32.
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 CARIBEE CARGOES—New svce, Aug. 38.
 CARLETON, R. V.—New post, Mar. 36.
 CARPENTER, ROBERT M.—New post, Mar. 35.
 CARR, WALTER J.—New post, Sep. 37.
 CARROLL, CHARLES A.—Relieved of Axico operational duties, Apr. 14.
 CARROLL, THOMAS J.—Relieved of Axico operational duties, Apr. 14.
 CARTER, WILLIAM D.—New post, photo, Oct. 90.
 CASEY, WALTER P.—New post, photo, Jan. 40.
 CASKEY, ROBERT E.—New post, Aug. 18.
 CATCHING, TOM—With Alcora, Oct. 86.
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 CENTRAL NORTHERN AIRWAYS—Takes over northern facilities of CPAL, July, 37.
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 CERTIFICATES OF PUBLIC CONVENIENCE & NECESSITY, HOLDERS & APPLICANTS—Aug. 35.
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 CHALLENGER AIRLINES—Joins ATA, list of officers, July, 37. Joins CLSA, Nov. 31.
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 CHANEY, PAUL B.—On improving cargo svce, Oct. 33.
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 CHILE—Ratifies ICAO, Apr. 29.
 CHINA—Civil air pact with U.S., Jan. 35. Ratifies ICAO, Apr. 29. Air trade potentials, May, 42. U.S.-China Air Trade... An Opportunity and a Challenge, Oct. 10; photos, 10, 11, 12; Import, export tables, 16, 17. Domestic lines increase fares 80%, Nov. 27.
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 CHRISTENSEN, C. M.—On Challenger staff, July, 37.
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 CLOVER, MILDRED E.—Photo, Apr. 22.
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 CNAC—CAB permit, Nov. 37.
 COASTAL CARGO—Emergency shipment, Oct. 86. Reinstated by CAB, Dec. 4, 31.
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 COCKE, E. O.—IATA post, Dec. 33.
 CODE, ERNIE—Group photo, Mar. 24.
 COFOD, ARTHUR F., JR.—On forwarding, photo, May, 10, 11.
 COFOD & CO., A. F.—At AOA meeting, Feb. 38.
 COHU, LA MOTTE T.—Rumored as possible TWA head, Mar. 31. Heads TWA, photo, May, 38.
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 COLLINS, FRED B.—New post, photo, Aug. 32.
 COLLINS, J. C.—New post, Jan. 40.
 COLLINS, RUSSELL C.—New post, Mar. 35.
 COLOMBIA—Effect of plane on country, May, 42. Landing fees at nat'l airports modified, Nov. 27.
 COLOMBO, G. M.—Letter, Apr. 5.
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 COLUMBIAN ROPE CO.—Use of plane as business tool, Oct. 30.
 COMMANDO, CURTISS-WRIGHT—Conversion program, Feb. 30.
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 CONNOLLY, FRANK X.—AFTS officer, group photo, Dec. 40.
 CONROY, THOMAS M.—New post, photo, Mar. 35.
 CONSOLIDATED VULTEE AIRCRAFT—XC-99 photo, description, Feb. 31. 1946 fiscal report, Apr. 20; XB-36 unofficial weightlifting record, 25. Avco deal, Oct. 88. XC-99 files, Dec. 4.
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 COTTER, WILLIAM—Cited in ALTC history, May, 52.
 COULEHAN, WILLIAM—New post, Oct. 90.
 COULTER, WILLIAM A.—Resigns WAL presidency, Jan. 36.
 COUNCIL OF LOCAL SERVICE AIRLINES—Organized, members, officials, Nov. 31.
 COURTNEY, W. G.—New post, Mar. 35.
 COVEY, HAROLD A.—On Challenger staff, July, 37.
 COWIE, C. D.—IATA post, Dec. 33.
 COX, EARL J.—CAB examiner in forwarder case, Mar. 28.
 CPA—Northern facilities taken over by Central Northern, July, 37.
 CRAGIE, MAJ. GEN. LAWRENCE C.—AAF & Packaging, Mar. 26; photo, 27.
 CRARY, HAROLD—New post, photo, Jan. 40.
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 CRUM, H. WEBSTER—New post, Mar. 36.
 CRUSH, HOWARD E.—On airport specialization, Feb. 16.
 CUB CRUISER, PIPER—Evans-Truman flight, Sep. 38. Photo, packaging for export, Jan. 25.
 CULLMAN, HOWARD S.—Airport Development in the N.Y.-N.J. Port District, photo, Feb. 11. Estimates N.Y.'s airport payroll, Apr. 35. Speaks on N.Y.'s airports, June, 49. Backs forwarders, photos, Oct. 52.
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 CURRIE, RICHARD J.—New post, Aug. 33.
 CURTIS, WESLEY E.—New post, Jan. 41.
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 CUTRELL, ERNEST A.—Chanute award, Mar. 24.
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 "CW-32... SPEED, PAYLOAD, ECONOMY"—Dec. 27.
 CZECHOSLOVAKIA—Ratifies ICAO, Apr. 29.
 CZUFIN, LOUIS F.—New post, photo, Nov. 40.

DAMON, RALPH S.—Sees biggest potential in common carriage of air cargo, May, 51. Addresses AS luncheon, group photo, June, 49; quoted on air cargo, 50. Hits nonakeds, Nov, 29; CAFC posts, 37.

DANAHER, J. T.—Signs APL-NWA pact, Sep, 26.

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DARRAH, DON—Cited in ALTC history, May, 52.

DARROW, RICHARD W.—Letter, Sep, 5.

DART, GEORGE—Group photo, Mar, 29.

DAVIDSON, HOWARD E.—New post, Apr, 36.

DAVIES, TURNER & CO.—At AOA meeting, Feb, 38.

DAVIES, W. D.—On air commerce future, photo, Oct, 47.

DAVIS AIRWAYS—Grounded, Dec, 31.

DAVIS, A. J.—Group photo, June, 40.

DAVIS, E. L.—Cited, Sep, 28.

DAVIS, THOMAS H.—Cited, Sep, 28. CLSA post, Nov, 32.

"DAY OF RECKONING"—By William A. Patterson, Mar, 10.

DC-4—Automatic flight across Atlantic, Nov, 5.

DC-6—Purchased by FAMA, PIA, Jan, 37. Bought by PAL, Feb, 32. Photo, passenger scene, Mar, 11. Coast-to-coast mark, photos, Apr, 12. Sabena scene, June, cover; photos, 10, 11. Airport scene, Nov, cover.

DC-9—Proposed by Douglas, Nov, 31.

DDL—Full member of IATA, Feb, 43.

DE BLINDE, KARL—Addresses forwarders, group photo, Feb, 38.

DE BROU, MAURICE MILLERET—Honored, Apr, 36.

DE GRAAF, H. K.—New post, Feb, 45.

DE JONG, MARTEN E. A. L.—New post, photo, Sep, 36.

DE LA COLINA, BARTOLOME—Signs U.S.-Arg. agreement, June, 43.

DE LA VEGA, MANUEL SOSA—Group photo, June, 40.

DE MEISS, J.—IATA post, Dec, 33.

DE SAINT-PHALLE, ANDRE—On CEA board, June, 48.

DE SILVA, WOODRUFF—On airport specialization, Feb, 16.

DE STACKELBERG, CONSTANCE—New post, Mar, 35.

DEAN, ALLEN—Heads AFFA, group photo, July, 20; blog, 22. Signs petition attacking ACI tariff, photo, Aug, 27. Letter, Sep, 33. Heads Detroit Airfreight Terminal, 35. Lashes CAB, Dec, 26.

DEAN, HORACE S.—In airport survey party, group photo, Feb, 39.

DEAN, HOWARD B.—New post, photo, Mar, 35.

DEARBORN, NED H.—ALTC address, July, 5.

DEARING, DONN—New post, Feb, 45.

DECLAUX, G.—IATA post, Dec, 33.

DEEDS, CHARLES W.—New post, July, 41.

DEICHLER, RICHARD E. S.—Addresses forwarders, Feb, 38. IATA post, Dec, 33.

DELAWARE—Gets scheduled svce, Dec, 42.

DELTA AIR LINES—See DAL.

DENMARK—Ratifies ICAO, Apr, 29. Its place in the air, May 42. Beldringe taken over by Govt agency, July, 37.

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DETROIT AIRFREIGHT TERMINAL—Opened, photo, Sep, 25. Sold to new group, Dec, 26.

DEUPREE, RICHARD R.—CAPC post, Nov, 37.

DIDDEL, ANDREW G.—New post, Aug, 32.

DIETERLE, A.—Grounded, Dec, 31.

DIETRICH, NOAH—Signs TWA agreement, group photo, Feb, 37.

"DISTANCE SHRINKER"—Apr, 12.

DISTANCES, AIR—Table of domestic distances, Oct, 70.

DNL—Full member of IATA, Feb, 43.

DODSON AIR SERVICE, JIM—Merged, Sep, 31.

DOHERTY, EDWARD J., JR.—New post, Oct, 90.

DOHERTY CO., GEORGE F.—At AOA meeting, Feb, 38.

DOLSON, CHARLES H.—New post, group photo, July, 37.

DOMESTIC FREIGHT FORWARDERS—See FORWARDERS.

DOMINICAN REPUBLIC—Tourist resort, Mar, 30. Ratifies ICAO, Apr, 29.

DOMONKOS, JULIUS J.—New post, photo, Feb, 45.

"DON'T PLAY DOWN TERMINAL FACILITIES"—By Joseph J. McGoldrick, Feb, 7.

"DON'T SADDLE THE HELICOPTER WITH AIRPLANE REGULATION"—By L. Welch Pogue, July, 24.

"DON'T SELL AVIATION SHORT"—By John F. Budd, Jan, 22.

DORF & CO., INC., H. S.—At AOA meeting, Feb, 38.

DORFMAN, CHARLES M.—Addresses AFA, July, 22; group photo, 20.

DORISS, JOHN B.—Leaves Taca, July, 41.

DOSS, STEVE—Group photo, Apr, 14.

DOUGLAS AIRCRAFT—Cloudster photo, description, Jan, 31; FAMA, PIA buy DC-6s, 37. PAL buys DC-6s, Feb, 32. Establishes European Division, Mar, 24. Distance Shrinker, DC-6 photos, Apr, 12. C-54 46 record with Pacific ATC, May, 5. Sabena DC-6 pictures, June, cover, 10, 11. Research on self-refrigerated plane completed, July, 34. Last DC-4, Oct, 5. Airport scene (DC-6), Nov, cover; proposes DC-9, 31.

DOW, C. W.—Group photo, Feb, 37.

DOYLE, ARTHUR C.—New post, photo, Aug, 32.

DRAGONFLY, NELSON—Photo, Jan, 25.

DRINKWATER, TERRELL—WAL president, blog, photo, Jan, 36. Explains WAL-UAL route agreement, Mar, 37.

DRUGS, AIRBORNE—By Air Everywhere, photos, Oct, 32. TCA, TWA shipments, Dec, 41.

DRURY, JOSEPH F., JR.—New post, Sep, 36.

DU BUQUE, JEAN H.—On airport specialization, Feb, 16.

DUFF, DONALD A.—With Monarch, photo, Feb, 45.

DUFFY, NATHANIEL E.—On airport specialization, Feb, 17.

DUHL, JAMES—Group photos, Mar, 29; July, 20.

DUNCAN, RALPH—Group photo, Sep, 14.

DUNLAP, COL SAMUEL C.—Resigns-Slick office, Aug, 18.

DUNNAHO, DR. GILBERT L.—In airport survey party, group photo, Feb, 39.

DURHAM, CHARLES E.—New post, Sep, 37.

"DUTCH UNDERLINE AIR FREIGHT, THE"—By Albert Jansen, July, 7.

DYE, G. J.—Group photo, July, 37.

DYER, JOSEPH L.—CLSA post, Nov, 32.

DYMENT, J. T.—IATA post, Dec, 33.

EAL—Airshipped by Eastern, photos, Jan, 26; cargo interchange pact, 37; Sep (.46) mail, exp report, 42. New nonstop flights, Feb, 31; bank credit, 40; new Miami hangar, photo, 41. Testifies in forwarder case, Mar, 29. Serves Bradley Fld, Apr, 25. Leases planes to UAL, June, 5; Miami-San Juan excursion rate, 5; denied C.Z. route, 35; 2 speed marks, 39. Faster svce to Houston, July, 18; to install Speedpaks on all Conquies, 34; list of pickup, delivery services, 35; flies record radio shipment, 35. Photo, radio-phone cargo, Aug, 14; cargo photo, 20; REA agreement, 25. Agreement with Air France, Oct, 53; cargo photo, 74. Animal shipment, Dec, 41.

EARLING, ALBERT J.—Resigns C&S post, Nov, 30.

EASTERN AIR LINES—See EAL.

EASTERN AIR NAVIGATION SERVICE—Exhibit, Oct, 88.

EASTERN AVIATION—Grounded, Dec, 31.

EASTMAN, JOSEPH B.—Quoted, Sep, 18, 20.

EASTMAN, RALPH M.—Hangar Chatter, Mar, 5.

ECHOLS, MAJ. GEN. OLIVER P.—Heads AIAA, Feb, 46. New post, Mar, 36.

ECKART, GEORGE T.—New post, Feb, 45.

ECUADOR—U.S. air pact, Feb, 31.

EDENQUIST, GUNNAR—Group photo, Oct, 33.

EDWARDS, COURTENAY—Air Cargo-Conscious Britain, Feb, 22.

EGYPT—New rules for U.S. airmen, June, 44. Air pact with Switz, July, 37.

EICHNER, LAMBERT J., JR.—Reports on Capital's women's wear cargoes, Sep, 27.

EINHORN, SAMUEL L.—Group photo, July, 20.

EIRE—Ratifies ICAO, Apr, 29. Shannon as 1st customs-free airport, May, 40.

EISENBERG, DAVID—Oldest airline passenger, June, 5.

EISNER, LESTER—New post, blog, photo, Mar, 35.

ELECTRIC BOAT CO.—In aircraft field, Feb, 42.

ELGGREN, C. ALLEN—On Challenger staff, July, 37. What Part Shall Freight Forwarders Have in the Development of the Air Freight Industry, Part I, Aug, 20; photo, 20. (Part II, Sep, 16; Part III, Oct, 71; Part IV, Nov, 22; Part V, Dec, 36.)

ELLIS AIR TRANSPORT—New routes, Oct, 84.

EMERY AIR FREIGHT CORP.—Testifies in forwarders case, Mar, 29; charter member, Eastern chapter, AFFA, 29.

EMERY, JOHN C.—To address forum, Dec, 40.

EMMANUEL, VICTOR—CAPC post, Nov, 37.

EMPIRE AIR LINES—WAL agreement, Jan, 35. Joins CLSA, Nov, 31.

ENGLAND, ROBERT—New post, Oct, 90.

EPPLEY, EUGENE C.—New post, July, 41.

EPPLEY, THOMAS J.—Keep the Ball Rolling, photo, Jan, 24.

ESSO—Sketch of new aircraft refueling system, Feb, 8.

ESTES, BERNARD—Air Freight is Under-Promoted, photo, blog, June, 36.

ETHIOPIA—Ratifies ICAO, Apr, 29.

EVANS, CLIFFORD V., JR.—World flight, Sep, 38.

EVERETT, J. J.—Group photo, Jan, 30.

EXPORTS—See AIR EXPORTS.

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FAIRCHILD ENGINE & AIRPLANE CO.—316th TCG equipped with Packets, Jan, 34. Develops speedy paracan release, photo, Mar, 16. Feb personal plane exports, Apr, 31. Army contract for Packets, Dec, 4.

FAMA—Buys DC-6s, Jan, 37.

FARE, M. F.—Cited, Sep, 28.

FARIS, BARRY—Group photo, Oct, 20; impression of world trip, 21.

FARRELL, JAMES P.—New post: Mar, 35; Aug, 32.

FAST, INC.—Charter member, Eastern chapter, AFFA, Mar, 29; testifies in forwarder case, 29.

FAST SERVICE SHIPPING TERMINALS—Charter member, Eastern chapter, AFFA, Mar, 29; testifies in forwarder case, 29.

FAUNCE, INC. JOHN H.—At AOA meeting, Feb, 38.

FEDERAL AIR FREIGHT CO.—Charter member, Eastern chapter, AFFA, Mar, 29. 1st anniv, June, 34. Lowers rates, Aug, 30.

FEICK, RUDOLPH—Forum guest, May, 10.

FERGUSON AIRWAYS—Merged with Wien, Mar, 34.

FERGUSON, K. R.—IATA post, Dec, 33.

FERGUSON, WILLIAM—Cited in ALTC history, May, 52.

FERRARO, TILIA—Group photo, May, 45; handling air exports, 46.

FESSION, JOSEPH D.—New post, photo, July, 41.

FIELD, MARSHALL—Group photo, Oct, 20; impression of world flight, 21.

"FIFTH MILESTONE"—Sep, 31.

FINK, CLEO—New post, Nov, 31.

FINLAND—New Helsinki airport planned, Nov, 27; Norland's application refused, 27.

FINNIN, JAMES B.—Photo, Sep, 36; new post, 37.

FIRESTONE AIRCRAFT—Photo, Model 45 hell, July, 30.

FISCHER, HENRY W.—Group photo, July, 20.

FISHER, CHARLES S.—New post, Sep, 37.

FITZNER, STANTON—New post, blog, photo, Jan, 40. New post, Feb, 45.

FLAMINGO AIR SERVICE—Statistics, Nov, 29; sched freight runs, 30.

FLETES AEREOS, S. A.—Organized, Oct, 83.

FLIGHT OPERATIONS, INC.—Organized, Mar, 24.

FLINN, BURKE H.—In airport survey party, Feb, 39.

FLORIDA—Table showing estimated yearly potential volume of women's apparel available for air carriage between N.Y. & Bay Area & Florida, May, 16; table showing derivation of total flow of selected women's apparel from N.Y. to Frisco-Oakland & Miami areas, 18.

FLORIDA AIRWAYS—Cargo interchange pact, Jan, 37. Joins CLSA, Nov, 31.

"FLYIN' DOWN TO NASSAU"—By B. L. West, Apr, 22.

FLYING BOAT, HUGHES—Photo, flap, Jan, 35. Successful test flight, photos, Dec, 38.

FLYING CARGO, INC.—Charter member, Eastern chapter, AFFA, Mar, 39. New firm name, Apr, 25. Notes, Sep, 35.

FLYING TIGER LINE—New corporate name, May, 5. Progress for ATC, June, 47. Files all-refrigerated plane, July, 39; N.Y.-Rome flights. Photo, dress cargo, Sep, 17; cited by Schroff, Cunningham, 22. ATC contract extended, Oct, 86. Statistics, Nov, 29. Nonstop svce; Dec, 32; new method of sealing, 32. (For information prior to May, see NSFC.)

FLYING WING—YB-49 tested, Nov, 5.

FOLEY, M. J.—New post, Apr, 14.

FOOD, AIRBORNE—Photos, fruit veg-fish shipments, Mar, 8.

FORD, HERBERT D.—New post, Feb, 46.

FORD, JAMES B., JR.—Cited in Talewinds, Aug, 31.

FORD, TIREY L.—Statement re CAB decision to hear sea-air cases individually, Apr, 27.

"FOREIGN AIRLINES OF THE WORLD"—Feb, 24; May, 31; Oct, 60.

FOREIGN FREIGHT FORWARDERS—See FORWARDERS.

FORREST, MAULSBY—New post, photo, Feb, 45.

FORSYTH, ALEX—New post, blog, photo, Jan, 40.

FORSYTH, JACK—Re ALTC history, May, 52. Cited in Talewinds, June, 33.

FORSYTHE, J. A.—Group photo, July, 20.

FORT DODGE LABORATORIES—Air shipping, photos, Oct, 32.

FORWARDERS—What Air Freight Carriers Can Expect from N.Y. Glamor Industry, Part II, Jan, 16; Keep the Ball Rolling, 34; C&S pays brokerage, 37. AOA TWA hosts at LaGuardia, photos, Feb, 38; win backing of Port of

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OGILVIE, JOHN W. G. — New post, blog, photo, Apr. 36. Warns shippers to Brazil, May, 50. Group photo, June, 40. Editorial, photo, Nov. 7.
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ESMAN, DR. ALBERT — Announces pending KLM-KNILM merger, Sep. 24.

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ULSON, PAUL — Heads line, Dec. 18.

WERS, I. H. — New post, Jan. 40.

ATT & WHITNEY AIRCRAFT — Breaks ground for new lab, Mar. 24.

EMIER SHIPPING CO. — At AOA meeting, Feb. 38.

SCOTT, ROBERT W. — New post, Oct. 86.

ESTON, WILLIAM G. — New post, Apr. 36.

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ERTO RICO — Study of U.S.-P.R. air trade in needlework, Nov. 8; photo, San Juan airport, 8.

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QANTAS EMPIRE AIRWAYS — Cuts freight rate, new foreign office, Dec. 18.

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RANDOLPH, JENNINGS — New post, blog, Apr. 36. ALTC address, July, 5.

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REVES, ADM. J. W. JR. — Photo, Nov. 21.

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REGAN AIR SERVICE — Awaiting CAB action, June, 38.

REID, HELEN R. — Group photo, Oct. 20; impressions of world flight, 24.

REID, LANGHORNE — Designed passgr reservations system, July 41.

REITZEL, ALBERT E. — In alrno; survey group, group photo, Feb. 39.

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REPUBLIC CARLOADING & DISTRIBUTING CO., INC. — Testifies in forwarder case, Mar. 29.

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RHETT, A. M. — New post, Jan. 40.

RICH, WILLIAM L. — On forum comm, Dec. 41.

RICHARDSON, ADM. LAWRENCE R. — New post, photo, Oct. 90.

RICHTER, P. E. — PAA-TWA Rickenbacker denied, Jan. 35.

RICKENBACKER, EDDIE V. — Award, group photo, Mar. 36.

RIDENOUR, ORLAND J. — New post, Aug. 32.

RIEDERER, E. J. — New post, Mar. 35.

RIGGS, A. L. — Photo, Jan. 40.

RITTER, JAMES C. — With Flight Operations, Mar. 24.

RIVERA, CONCHITA TORMOS — Grounded, Dec. 32.

ROBBINS, REG. — Reinstated by CAB, Dec. 4, 31.

ROBERTS, J. D. — New post, Jan. 40.

ROBERTSON, CAMERON T. — New post, Feb. 45.

ROBIE, MERLE — *Operation Philippines*, photo, Oct. 30.

ROBIN LINE — Flights to So. Afr., Jan. 32.

ROBINSON AIRLINES — Buys DC-3s, Oct. 88.

ROBINSON, JOHN J. — New post, Jan. 40.

ROCHA, F. A. — IATA post, Dec. 33.

ROCHE, MAURICE F. — Heads Rapid, Jan. 33.

RODEFIELD, L. G. — New post, group photo, July, 37.

ROETTGER, P. H. — On airport specialization, Feb. 18.

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ROGERS, W. F. — New post: Aug. 18; Nov. 30.

ROHNER, GEHRIG & CO. — At AOA meeting, Feb. 38. Air shipment from Switz, July, 34.

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ROME, WILLIAM L. — New post, photo, May, 54.

ROOSEVELT, QUENTIN — New post, Mar. 35.

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ROSENDAHL, CHARLES E. — Asks for auth. of steamship lines to fly airships, June, 35.

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ROTTERING, VICTOR F. — New post, July, 41.

ROTHMAN, JACK E. — In UAL hell crew, June, 38.

ROWLAND, HARRY T. — New post, Mar. 36.

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RUMANIA — Seeking Bucharest-Prague route, July, 37.

RUMMEL, RICHARD — ATA post, Nov. 40.

RUSS, S. E. — Photo, Sep. 36; new post, 37.

RUSSELL, ROBERT W. — New post, blog, Apr. 36.

RUST, GORDON A. — Cited in PIA story, Oct. 82.

RYAN AERONAUTICAL CO. — 46 fiscal report, Apr. 20.

RYAN, EDWARD J. — New post, Apr. 36.

RYAN, R. W. — New post, blog, Jan. 40.

RYAN, OSWALD — On Nat'l Aviation Wk. Feb. 23. Opposes sea-air, June, 34.

RYLE, JOSEPH D. — New post, photo, Nov. 40.

SABENA — Limited member of IATA, Feb. 43. 8th in transatlantic flying, Apr. 31. Speed mark, May, 38. Cover drawing, June; *Sabena Wings Westward*, photos, 10, 11, 12, 46; svce to N.Y., 43. Signs GCA deal at Gander, Sep. 24. Operating sleepers, Nov. 31. Perier heads IATA, photo, Dec. 18.

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SAFETY — 46 record, Jan. 7; chart, 8. Recognized by ins. comm., graph showing lower airline fatality rate, Feb. 30. Photo, Tripps accepting PAA safety award, Apr. 28; ATA report on safety equipment, 29. Malkin condemns unfair editorial handling of air crashes, June, 31; charts, 31, 32; 16 U.S. lines win awards, 39; Cubana wins special awards, 43; KLM West Indies award, 44.

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SAMPERS, GEORGE P. — With Caribee Cargoes, Aug. 38.

SANCHEZ, ANTONIO MONTERO — Group photo, June, 40.

SANTA FE SKYWAY — Gets DC-4, Jan. 33. Seeks CAB auth. for carriage of mail, freight, loading photo, Apr. 14. Argues for rail-air, June, 35; new stop, 48. Asks common carrier rights, July, 39. L.A. freight depot planned, Aug. 18; seeks expedited hearing, 18. Contract for maintenance, Oct. 36. Planes bear Indian tribal names, Nov. 30.

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SAWDEY, MYRTA — Group photo, Apr. 12.

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SCHMITT, J. — New post, Dec. 35.

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SCHONBRUN, STANLEY I. — Heads Aeroutes, photo, Feb. 46.

SCHROEDER, EVERETT H. — Group photo, Oct. 32.

SCHROFF, KARL G. — *Indispensable Middle Man*, Sep. 20. On air commerce future, photo, Oct. 46.

SCHWARTZ, WILLIAM M. — New post, Aug. 33.

SCOTT, GEORGE F. — New post, photo, Sep. 36.

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SCOTT, W. L. — Tells of C&S Havana air cruise, Sep. 28; new post, photo, 36.

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SERLE, EDWARD G. — New post, Feb. 45; photo, 46.

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SHAW, GEORGE B. — New post, photo, May, 54.

SHEEHAN, THOMAS A. — New post, Apr. 36.

SHEETS, L. L. — New post, July, 41.

SHOOTING STAR, LOCKHEED — Speed mark, July, 5. AAF contract, Oct. 5.